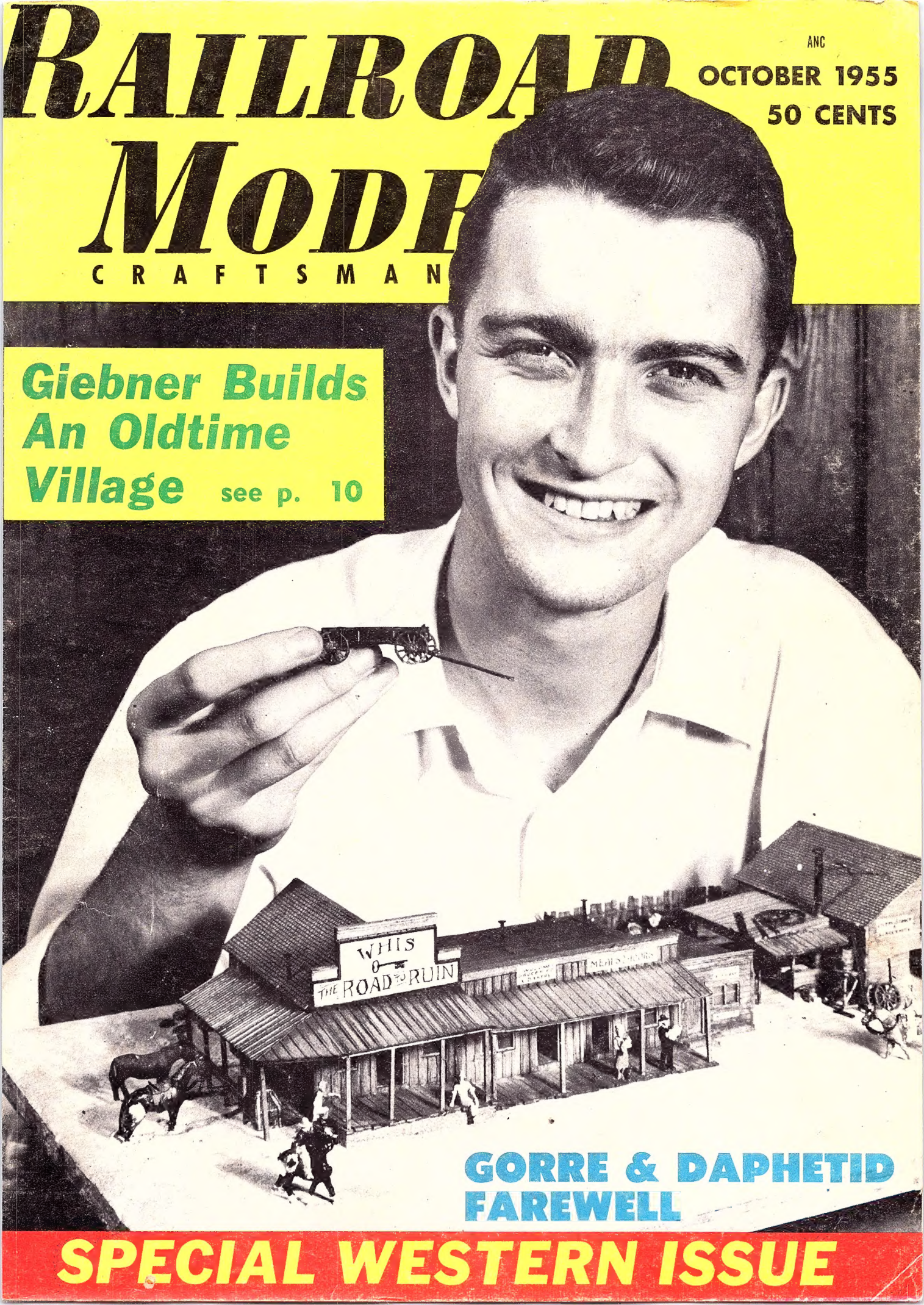
RAILROAD MODEL CRAFTSMAN

ANC
OCTOBER 1955
50 CENTS

Giebner Builds An Oldtime Village

see p. 10



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THE COVER: Giebner's slightly fabulous replica of Gila Bend, Arizona, is given an admiring glance by Bucknell University graduate Frank Klahre.Frank holds a Reserve Army commission, hopes to get his HO pike completed before being called to active duty.

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Published monthly by Model Craftsman Publishing Corp., 1140 East West Highway, Silver Spring, Maryland. Editorial, Advertising and Circulation offices: Route 17, Ramsey, New Jersey. Charles A. Penn, President and Treasurer, Helen M. Penn, Secretary. Entered as second-class matter, August 14, 1953, at the Post Office at Silver Spring, Md., under the act of March 3, 1879.

Price 50c per copy; subscription $5.00 per year in the United States and Possessions. Canada, Foreign and Pan American Subscriptions $5.50 per year. The contents of this magazine must not be reprinted without permission.

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A Letter From The Publisher –

BACK in March, 1933, R.M.C. made it's appearance on the newsstands as the first independent scale model magazine in America. True, the Model Maker (now combined with R.M.C.) preceded R.M.C. but it was designed to sell books published by Spon and Chamberlain.

While model train projects were the backbone of it's editorial policy then, other phases of modeling were covered, too. It was the theory of the editor that railroad modeling was the most enduring of all types of scale model building and that a large percentage of those interested in allied modeling would end up in railroading. Time has proved us right.

As the hobby of railroad modeling increased, the articles on other phases of model building decreased until, in April 1948 R.M.C. became 100% railroad.

Now after more than 22 years of pioneering R.M.C. is setting a new pace in the hobby. In addition to its streamlined format and its superior method of printing reproduction, it has in recent months gradually developed a new editorial policy that is making a hit with more and more thousands of Model Rails each month.

This new editorial procedure is very simple because it merely means that we are presenting the same type of material in a simplified form that can be more easily used and understood by the newcomer and the seasoned model builder alike.

The "proof of the pudding" is that R.M.C. is showing a steady monthly increase in circulation while others in the field are showing a loss. Watch for many new features in coming issues.

Charles A. Penn,
Publisher

Next Month

HO GAUGE will be covered completely in the big special HO GAUGE ISSUE for November. It'll answer all the questions you may have on this popular gauge: How it started, What it is, What's Available, How To Start, What is needed, and so many more questions asked by beginner and oldtimer alike. Tell your new model railroading friends about it . . . Bill Schopp starts building a big MKT 0-8-0 switcher in HO that'll be a must for anybody who likes husky motive power . . . We haven't forgotten the O gaugers either . . . If you thought that the old Gorre & Daphetid layout was tops, wait'll you see the first pictures of the new line now being built by John Allen . . . All this plus all of your favorite departments in the big November issue on sale around Sept. 25th. HHC.

The review of any commercial product by this magazine does not necessarily constitute endorsement of that product, whether made by an advertiser or a non-advertiser, and is presented purely for the information and enlightenment of our readers.

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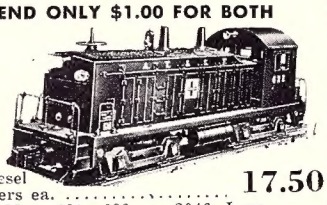

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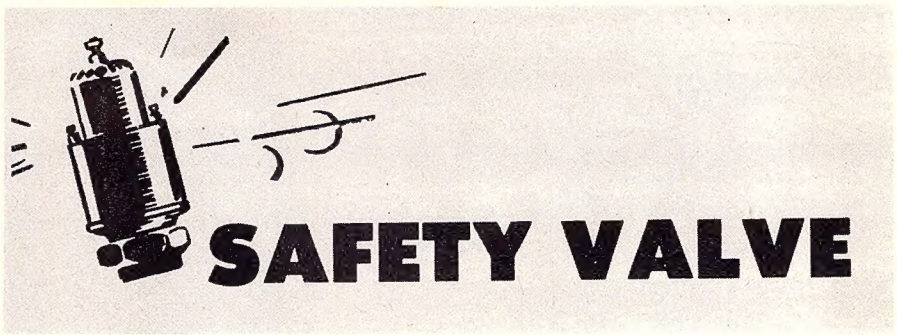


New Haven Color Change

Perhaps many readers of RMC living near New Haven RR tracks have noticed a few unusual things passing by. For the benefit of those who haven't the New Haven has designed a new color scheme. Diesels are now black, white, and orange with a large N over H on the side. Box cars are now orange with black and white lettering, and black with orange and white. They also have the new herald.

These are undoubtedly McGinnis innovations and they are definitely a welcome change from the usual locomotive scheme of olive drab and yellow.

DAVID MESSER
Wetherfield 9, Conn.

• *Wowie, pass the sun glasses. We haven't seen these colors yet although we have seen the new herald in newspaper advertising. Maybe if there's some Kodachrome left in our Contax, we'll take a run up to New Haven some early weekend and take a look see. Ed.*

This Is The Climax

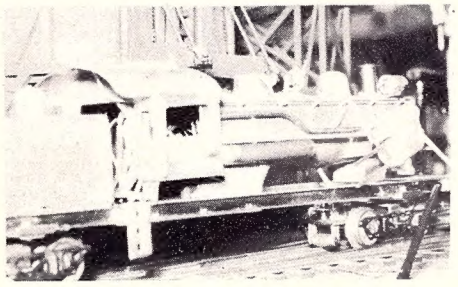
This is just for a matter of record. I have been working day and night to rush a model Climax to completion, in order to be the first to do so as I have never seen one modeled before.

This locomotive was modeled after a picture of San Joaquin & Eastern No. 105, taken at Auberry, California, around 1930. The list of parts for this model was made up while I was lying in bed at a hospital. You just can't keep a model rail down.

Parts were ordered from the hospital but it was not until July that I received most of them and was able to start work. For power I used Pittman trucks and motor. The main frame is a Special Shapes brass channel and the boiler an All-Nations atlantic cast brass boiler. The tender, cab, pilot, and cab floors are made up of heavy shim brass. The cylinders which required a lot of work are not the correct ones for this loco but are the best that I could find. The pictures show that the engine is still uncompleted because certain parts have not as yet arrived.

Wouldn't you know, though, that because of a lack of parts I was unable to finish this locomotive earlier and as a consequence, Rollin Lobaugh has scooped me by bringing one out commercially. In view of the fact that Rollin has reaped enough glory in the field through the years, I would like to put in my claim as being the first to try to model this difficult locomotive.

Harry B. Maurer
Lancaster, Pa.



• *Don't all rush at once. How many other readers own and operate these fantastic little egg beaters on their pikes? Ed.*

Wants A Consolidation

It seems to me that a magazine such as RMC should be able to impress upon the manufacturers that an HO model of a 2-8-0 is needed. The only one available is for one specific railroad and if one intends to model another railroad, quite a bit of work is required. Not all of us are skilled enough to build one from scratch. I have seen this same request before but nothing has happened. Incidently, RMC seems to be getting better and better each month.

—Lt. J. A. Simmons
Staff, Comphibpac
San Diego 32, Calif.

• *Both Varney and Mantua once made Reading Company consolidations but these are now quite scarce ana also both very distinctive. Varney's ten wheeler could be converted into a consolidation, a job that would require more work than revamping the Penn Line Pennsylvania H-9. Looks like maybe there is a need for a good average looking* 2-8-0. *Ed.*

He Could Go Swimming!

Over here on Guam I'm trying desperately to pursue my favorite pastime in HO gauge but am having trouble getting supplies. I recently sent in an order to one of the big mail order houses and they didn't believe me when I requested them to send it airmail. Anyway, it'll be six weeks now before the boat brings it in. I have a large selection of stripwood and my special pastime is making structures. Do you know where I can obtain plans for a single or double track truss or girder bridge, and the more complicated, the better I'll like it. I need something not only to occupy by spare time but also to keep me from going rock happy.

—George L. Beatty M/Sgt. USAF
APO San Francisco, Calif.

• *Some mail order houses do ship overseas orders for servicemen by airmail and nearly all of them will when you so specify. Possibly this letter will induce more to adopt such a policy. Ed.*

Continued on page 8

FOR YOU! ROUNDHOUSE Products CHOICE SELECTIONS!

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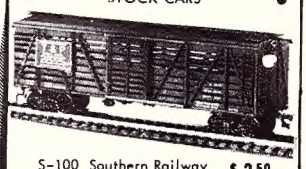
Economical too!!!!

BOX CAR - 40' METAL SHEATHED

B-100 Union Pacific
B-101 Nickel Plate Road
B-102 Southern
B-103 Illinois Central
B-104 Pennsylvania
B-105 Atlantic Coast Line
B-106 Frisco Lines
B-107 MKT, The Katy Line
B-108 New York Central
B-109 Central New Jersey
B-110 Chesapeake & Ohio
B-111 Elgin, Joliet & Eastern
B-112 CRP, Jersey Central
B-113 Monon, The Hoosier Line
B-114 Northampton & Bath
B-115 Maine Central
B-116 Canadian National
B-117 Maine Central

$2.35 ea.

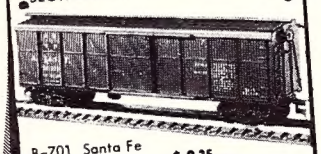
STOCK CARS



S-100 Southern Railway
S-101 Union Pacific
S-102 Pennsylvania
S-103 Denver & Rio Grande
S-104 MKT, The Katy Line
S-105 New York Central
S-106 Santa Fe
S-107 Chicago, Mil., & St.Paul
S-108 Texas & Pacific
S-109 Missouri Pacific
S-110 Atlantic Coast Line

$2.50 ea.

SECTIONAL WOOD SHEATH STYLE



B-701 Santa Fe

$2.35 ea.

GONDOLAS

G-100 Southern
G-101 Erie
G-102 Norfolk & Western
G-103 Elgin, Joliet & Eastern
G-200 Santa Fe
G-201 Union Pacific
G-202 Illinois Central
G-203 Central of Georgia
G-204 Chicago & Northwestern
G-205 Michigan Central
G-300 Chesapeake & Ohio

$1.85 ea.

BOX CAR - 40' WOOD SHEATH TYPE

B-501 Union Pacific
B-502 Chicago & Northwestern
B-503 Florida East Coast
B-504 D & L.W., Lackawanna

$2.35 ea.

200 TON FLAT CARS

F-100 Pennsylvania
F-101 Chicago & Northwestern
F-102 Delaware & Hudson
F-103 New York Central
F-104 Westinghouse

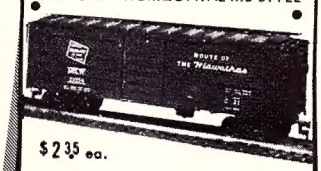
$2.35 ea.

CABOOSES

$2.75 ea.

C-100 MKT, The Katy Line
C-101 Santa Fe
C-102 Pennsylvania
C-103 Rock Island
C-104 Chesapeake & Ohio
C-105 Missouri Pacific
C-106 New Haven
C-107 C & E I
C-108 Virginian
C-109 Norfolk & Western
C-110 Pere Marquette
C-111 Reading
C-112 Lehigh Valley

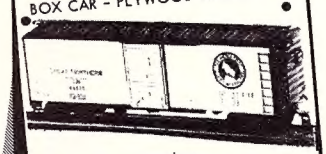
BOX CAR - HORIZONTAL RIB STYLE



$2.35 ea.

B-200 Milwaukee Road 'Olympian'
B-201 Milwaukee Road 'Hiawatha'
B-202 C.M. & St. Paul 'Olympian'
B-203 C.M. & St. Paul 'Hiawatha'

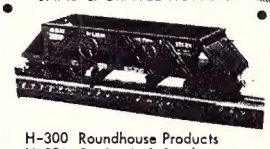
BOX CAR - PLYWOOD PANEL TYPE



B-601 Great Northern
B-602 Great Northern

$2.35 ea.

SAND & GRAVEL HOPPERS



H-300 Roundhouse Products
H-301 St. Louis & Southwestern
H-302 Canadian Pacific

$2.95 ea.

BOX CAR - 40' TRUSS SIDE STYLE

B-300 Santa Fe
B-301 Seaboard Lines
B-302 Burlington Route
B-303 Northern Pacific
B-304 Southern Pacific
B-305 Louisville & Nashville
B-306 Missouri Pacific
B-307 Gulf, Mobile & Northern
B-308 Rock Island
B-309 Canadian Pacific
B-310 MKT, The Katy Line
B-311 Frisco Lines

$2.35 ea.

MINE, ORE HOPPER CARS

H-100 Great Northern
H-101 Soo Line
H-102 Chicago & Northwestern
H-103 Lake Superior & Ishpeming
H-150 Great Northern
H-151 Duluth, Missabe & Iron Range
H-152 Canadian National
H-153 Milwaukee

$1.75 ea.

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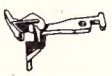
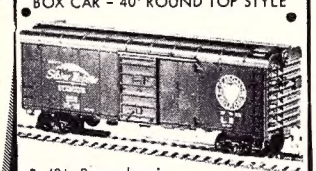
NMRA Couplers



CH-111 NMRA Couplers ..... 25¢ pair
CH-222 NMRA Couplers with Draft Gear ..... 40¢ pair
CH-333 NMRA Coupler Ramp ..... 25¢ each
CH-444 NMRA Coupler Springs ..... 15¢ doz.

Trade-in offer expires November 1st, 1955. Send for details today

BOX CAR - 40' ROUND TOP STYLE



B-401 Pennsylvania
B-402 Bessemer & Lake Erie
B-403 Norfolk & Western
B-404 Seaboard

$2.35 ea.

ATLANTIC

4L1 Roundhouse 4-4-2 Atlantic

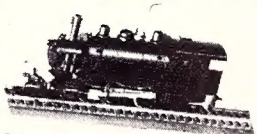
$19.95 Complete Kit

SWITCHER

2L1 Roundhouse 0-6-0 Switcher

$13.50 Complete Kit

YARDHOG



5L1 Roundhouse 0-6-0 T 'Yardhog'

$10.50 Complete Kit

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City..... Zone..... State .....

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Quantity	Description or Item Number	Price	Total

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U.P. F7 Dual Powered 14.50
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ENGLISH

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Alco Rd. Diesel, 8 wl. dr. (A or B) 19.50
Alco Dummy Unit (A or B) 7.50
Pacific 4-6-2 ..... 19.95
Mikado 2-8-2 ..... 19.95
HObbyline Alco Diesel (powrd) 19.95
Alco Diesel (dummy unit) 5.95
Yardbird 0-4-0 ..... 14.95

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Multi-Drive A Unit for 123K 16.95
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Dummy B Unit E7 for above 10.95

KEMPTRON

Pwr. & Litng. Kit for Globe F7 ..... 15.95
Baldwin Diesel (Dummy) 17.75
Baldwin Diesel (Powered) 29.95

Buried In This Ad are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

14 Wheel Tender 19.95
Shorty Vanderbilt 7.50
Thomas Flyer 1907 ..... 14.95

LINDSAY

Power Truck Kit for Globe F7 ..... 9.95
Powertruck for RDC 12.95
Alco Diesel Dual Drive 34.50
Alco Diesel (B Unit) 11.50

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Booster O-4-O 9.95
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Valve Gear Kits 2.95
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Little Six 0-6-0 ..... 12.95
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Pacific 4-6-2 ..... 24.95
Mikado 2-8-2 ..... 27.95
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DC 60 (12 Volt) Motor 5.00
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DC12 Super Dyn. Accessory Motor 2.50

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Atlantic with Tender 29.50
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Mikado L1 ..... 34.50
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Midget Diesel Switcher Assem. 14.95
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IRR Street Car 22.50
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O-4-O Dockside 15.00
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GM 1000hp Diesel Switcher 19.75
Casey Jones 10 Wheeler 18.00
Casey Jones with Tender 22.00
Drive Unit: Single 9.50; Double 14.95

MISCELLANEOUS

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JERRY MARTIN Diesel Centricluteh 3.95
MODEL DIE CAST 0-6-0 ..... 13.50
MODEL DIE CAST 4-4-2 Atlantic 19.75
MODEL DIE CAST Yard Hog 0-6-0 ..... 10.50
WALTHERS Shuttle Jack 21.95

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Electro Pack Sr. (3 locos) 21.45
Dynapack (5 locos) 29.95
Block Control 8.50
Multipack Sr. 34.75
Power Kits: ..... 2 Amp 13.95
4 Amp 18.50 10 Amp 22.95

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DP-DT ..... .95 SP-DT ..... .95
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SP-DT mom. (1 hole mounting) 1.25

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El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; C&AO; C&EI; ANW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H;PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS ..... ea. 2.95
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C & NW; Cinchfld: Grand Trunk
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REEFERS ..... ea. 2.75
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Rd. Roof Cars; 40' Box ..... ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Penn; SAL; N&W
TANK CARS ..... ea. 2.50
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TANK CARS (3 Dome) ..... ea. 2.75
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TANK CARS ..... ea. 2.95
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Available in: NYC, Penn, GM, IC, C&N
Observation Car 6.95
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Flat Car 3.00
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Gondola 2.25
High Side Gondola 2.45
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OLD TIMERS ..... ea. 3.95
Va. & Truckee Combine 45'; 1898 Open End Combine 51'; 1898 Baggage; Smoker 55'; CRR or NJ 50'; 1898 Open End Coach 50'; 1908 Archwindow Coach 65' or 75'; 1898 Business Car 55'; Wagner Sleeping Car; 1883 BO Coach 45'; 1886 BO Combine 50'; 1898 Bag & Mail 50' 1886 Combine

HERKIMER (OK)

80' Astradome (streamline) 5.45
80' Observation (Streamline) 5.45
80' STREAMLINERS ..... ea. 4.45
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.

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60' Astradome (Shortys) 4.95
60' Observation (Shortys) 4.95
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GONDOLAS ..... ea. 1.95
Wabash; Erie; P.R.R.; P&LE.; ACL; NKP or South Shore.
FLAT CARS ..... ea. 1.95
Reading; PRR; UP; GN; Soo; L&N.
BOX CARS ..... ea. 2.50
ACL; Can. Nat.; WM; DL&W; SP; NKP; PRR Caboose (Penn. or unlettered) 2.95

J-C MODELS

Observation Car 3.50
$2.95 ea: Silver Sides; NYC Postal; NYC Baggage; Penn Baggage; N&W Baggage & Coach; NYC Baggage & Coach; Penn; & Coach Lounge; N&W Coach; NYC & Lounge; N&W Coach; NYC Coach; Penn Coach; Penn Modernized Coach; 12 Sec. Pullman; NYC Diner ea. 2.95

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Goetz Beer; Maine Potatoes; Tivoli Beer; Bullfrog Beer; Columbia Soup; Merchants Biscuit; Kraft Cheese; Peerless Beer; Libby's Pickles; Page Milk

MAIN LINE
50' Reefers --- less tks. --- ea. 2.95
Reasons—Rennens Milk; PFE Sheffield Farms; Penn Expr.; Milw; Basic (rd.rf.) unpainted; G.N.; N.P.; Basic (rd.rf. roof).
36' Reefers --- less tks. --- ea. 2.85
Pvt. Owner—Chrisco; Decker Meats; NYC Bananas; Budweiser.
Palace Poultry Car --- less tks. --- 2.75

MANTUA

GONDOLAS ..... ea. 2.25
Penna; T&P; B&O; R.I.
STOCK CARS ..... ea. 2.25
A.C.L.; M.K.T.; M.P.
BOX CARS ..... ea. 2.25
Penna; G.M.&O.; G.A.; M.C.; M.K.T.; G.N.
Flat Car 1.75
Flat Caboose 2.50
4 Wheel Bobber Caboose 1.95
Streamline Coach or Combine ea. 4.95

SILVER STREAK

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REEFERS ..... ea. 2.95
AT&SF; Green Bay & West; Oscar Mayer; Swift; No. Pac.; MDT (NYC); C.&.R.
Gondola ..... N. Y. C. 2.75
Gondola ..... Nickleplate 2.75
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Curvable Track, 3 Ft. Section ..... .75
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Plastic Steel Rail Joiners 12 ..... .15
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Block Switch ..... ea. .95

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Operating Manual 2.00
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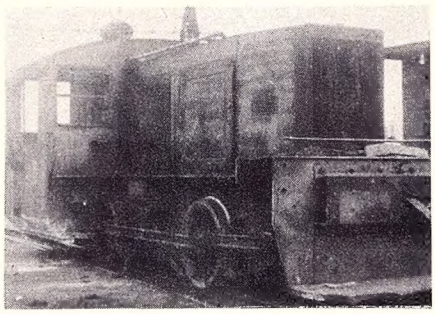
A Sweet Locomotive



I saw this locomotive while vacationing in Mexico. It was at work on a sugar mill. I don't know what kind it is. Could you help me out?

I also want to tell you how much I appreciate your magazine. It has helped me, and I am sure, other rails, very much. Your Swapper's Column is swell. It's no wonder that your readership is going up.

Albert Fink
Metaire, La.

• *This four wheeled industrial locomotive is either gasoline or diesel powered. We can't offhand say who the manufacturer is. It could be Plymouth or any of a dozen other industrial locomotive manufacturers, both domestic and foreign. Ed.*

Wants To Join A Model Club

In your article on the Newark-Elizabeth Model Railroad Club (Aug. '55 RMC) you suggest visiting and even joining a club. I have wanted to do that for six months but I never knew how or where to go. Could you please give me some specific information about that? I live in the center of Brooklyn and can conveniently go to all parts of the borough.

Rev. William J. McCarren
16 Throop Ave.
Brooklyn 16, N. Y.

• *It's rare indeed when a model railroad club can't use an active and willing member. Brooklyn has a number of excellent clubs including the HO Brooklyn Society of Model Engineers and the O scale Brooklyn Model Railroad Club. Might we suggest that club membership secretaries in the area drop the Reverend a line. We'd also like to suggest that all model clubs prepare posters calling attention to their club, and have them placed in local hobby shops. New members won't come around unless they know about your organization and sometimes the best members have to be pushed into joining. And don't forget the RMC Coming Events and Club News section, listing new clubs, changes in address, exhibitions, and similar events. Ed.*

Television Interference

Several years ago model railroading was my hobby but I was forced to give it up due to interference caused by rolling stock to area TV sets. Would like to resume the hobby and retain my neighbors. What can I do to stop the interference at the source?

Wes Palm
Ithaca, N. Y.

• *George Vonderschmidt, maintenance engineer for the American Broadcasting Company, at WABC-TV, has this to say: "Model railroad interference with television sets is most likely to occur in fringe areas where reception is not at its peak. Even so, a model railroad shouldn't cause interference at distances much over 15-20 feet. They are most likely to occur in apartments or two family houses. Sparking, caused by poor brushes on a DC motor is a frequent offender, as are third rail shoes and sparking trolley poles. A .05 condenser mounted between the brushes of a DC motor might eliminate your trouble although other factors such as your location, the make and model of the TV set in question, and the location of your railroad must also be considered." We hope your neighbors appreciate your sacrifice, Wes. Ed.*

With Pulsed Power?

Why not power locomotives with Mexican jumping beans?

A Bashful But
Enthusiastic Railroader
West Palm Beach, Florida

• *The idea here seems to be sound but will require some further study. Vertical movement, for example, might give visitors the impression that your track was in bad shape. There might also be sound problems in getting the engine to move in the right direction horizontally, causing the eastbound Flyer to head westward. And would Mexican jumping beans know what "whoa" means in English or would we have to learn Spanish? Ed.*

Bert Marsh's Mail Box

Enclosed is a photo of my mail box. I was wondering just how many model rails have just such a mail box? You'd

be surprised to see how many cars stop just to look it over. Would like to see if any other rails have such a box.

Bert L. Marsh
Mojave, Calif.

Dust Be Our Destiny

Would you please tell me in making a model railroad, how do you keep the dust off it? I would like to know because I am building a model railroad.

—Ronald Janson
Dover New Jersey

• *We presume that Ronnie is a newcomer to the hobby since many of the oldtimers just give up and let the pike get dusty. Actually, there are several things which you can do. One is to cover the railroad with a very thin gauge polyethylene Protectacloth table cover. The clear kind is best and cheapest, and is available at most 5 and 10 stores. You can also cover the railroad with newspapers. Periodical vacuum cleaning helps although you have to be careful not to suck figures, small models, and ballast into the cleaner. Lastly, get a good camelhair brush about three inches wide and use it on the cars and engines whenever they need it. Ed.*

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Illustrated: *Mighty "Hudson" 4-6-4 locomotive.*

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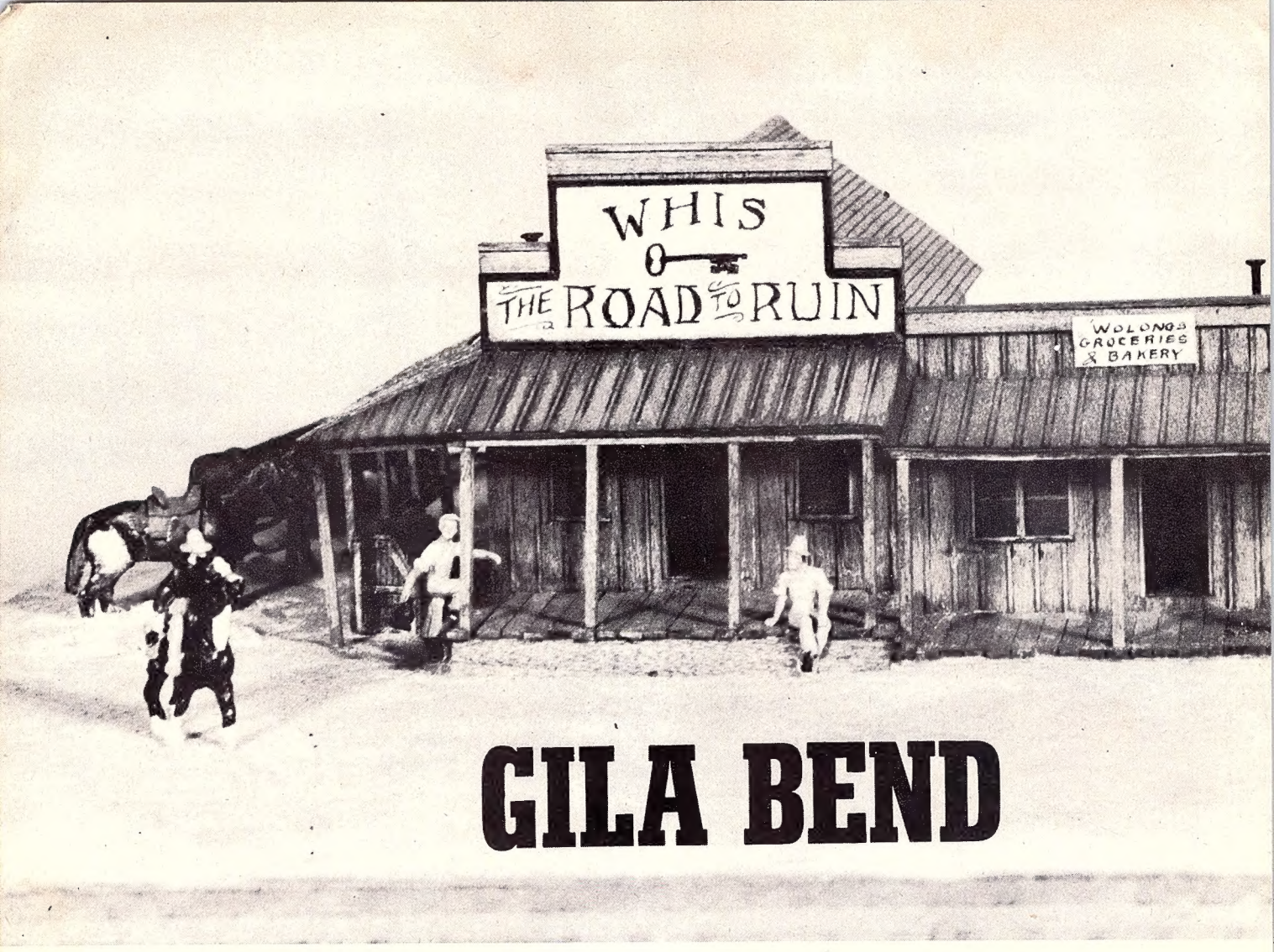


GILA BEND

Five stores in four different buildings go to make up this realistic, authentic replica of an old time western town, modeled after Gila Bend, Arizona. Author Giebner has used precision wood shapes throughout although it would be possible to build the model from bristol board. The modeler need not build all four main structures; each building being complete in itself. Photo above shows village full size HO gauge.

THIS group of small western type buildings is a portion of the main drag of Gila (pronounced HEE-la) Bend, Arizona, as it appeared in the year 1880.

Several weeks ago my publisher, Mr. Charles Penn, requested that I do a few articles on "the Old West." He didn't say where or what part of the Old West, and since that decision was left up to me I selected Arizona.

The stratum and terrain in Arizona is indeed similar to that which we modelers are trying to imitate on our miniature layout. There are mountains; rivers, valleys, vegetation and plenty of desert sand, and too, in 1880 there were railroads with wood burning diamond stack locomotives, all of which many railroad modelers are duplicating today.

This article should be of special interest to those engaged in narrow gauge and old time railroading, and judging from the few old time layouts that I have seen, I would say that this group of pint size period structures will fit right into the pattern.

All I had to go by was an old print of Gila Bend, which I obtained from the public library, and it took about a week of planning and building to finish the model. I showed the model to a friend who is also a model builder and he remarked "It will be impossible for you to get all that into one article." Of course he didn't know my dislike for two-part articles. Nevertheless here it is all wrapped up in one. By omitting some of the lengthy methods on how to do it—it was possible. However, there is enough descriptive datum in the text for you to come out with a good model.

Detailed instructions are in very simple form and you shouldn't have any trouble with the construction. There are six units in the plan and I suggest that you do one at a time and complete it according to the text before going on to the next—in other words follow the step-by-step detailing.

Should you build this little group of structures it will be a point of interest on your layout. So! If you wish to know something about Gila Bend, (be alert and ready to answer any questions your visitor might ask) your public library can furnish a few books on Arizona.

Use plenty of extra detail on the set such as horses, saddle horses, cowboy on horse, wagons and buggys. I used figures from several different manufacturers.

Besides Ambroid cement, a ten inch square of Strathmore board and a few modelers pins, a complete list of materials is listed on page 14.

The dimensional drawings are in feet and inches to fit any gauge.

Construction

Fig. 1—Each section in this drawing is to be cut out and treated as a separate unit, and was drawn in this manner to conserve space and eliminate the use of several small drawings. Therefore, using the sheet of capped siding and scribed sheathing cut out the front and rear walls of each section according to dimensions. PLEASE NOTE, the front and rear wall of section B is 29'0" long—the

by Lloyd Giebner
Staff Photos

The nostalgia and atmosphere of the Old West seep through every piece of this authentic old time village. You can build it in easy sections.

width of the Northeastern capped siding is only a scale 25'6" in width—thus, add a piece to make up the correct length of section B. Cut out all doors and windows. Trim off battens or caps as directed on front wall only of sections A and B—these battens are trimmed off so that the top trim and porch joist will fit snugly up against the flat surface of the wall.

Add trim (1/32 x 1/16 inch strip) to all doors and windows, also the top trim (1/32 x 1/8 inch strip) and coping to the front walls of sections A and B. Glue corner post (1/16 x 1/16 inch strip) and the coping to section C—also interior (dotted line) bracing (3/32 x 1/8 inch strip) as illustrated.

Fig. 2—Cut out the required number of side walls for each section according to the dimensions and add the (dotted line) interior bracing as illustrated. Section B is attached to the wall of section A, so only the right side wall for section B is required.

The Saloon

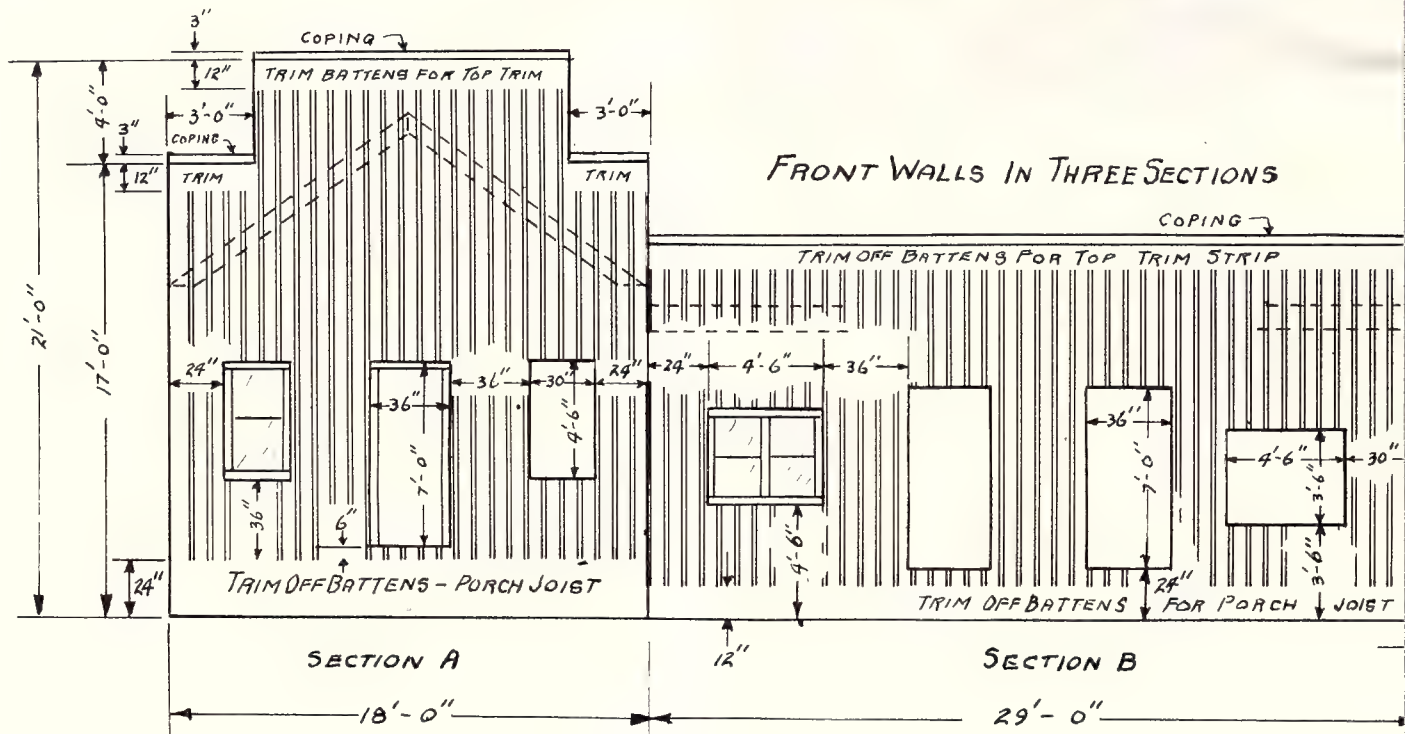
Assembly—Section A "the saloon," place the rear wall up against the back side of the front wall and mark lines for the roof pitch, then glue all four walls together—square the corners. Add interior bracing to the front and rear walls, including the roof braces and roof ridge strip, see Fig. 3; using Strathmore board cut roof to fit and glue it to building—add Walthers V 175 shingles, also add ridge strip over shingles.

Fig. 3—Make up the porch according to detail—uses 1/32 x 1/8 inch strip for the flooring — cut at uneven lengths and 1/4 x 1/4 inch strip for the base—drill No. 53 holes at the points indicated for the porch posts—cut posts to size and glue them in these four holes—cut the awning support piece and glue and pin it in place—glue this porch assembly to the front of the building. Cut the front awning to size and try it for a fit. Add the underneath supports and glue the awning in place, see side view.

Cut awning to size for left side of building. Assemble supporting post structure according to detail and attach awning (see end view) to building. Cut triangle shaped awning piece to fit and glue in place. Add underneath support strip.

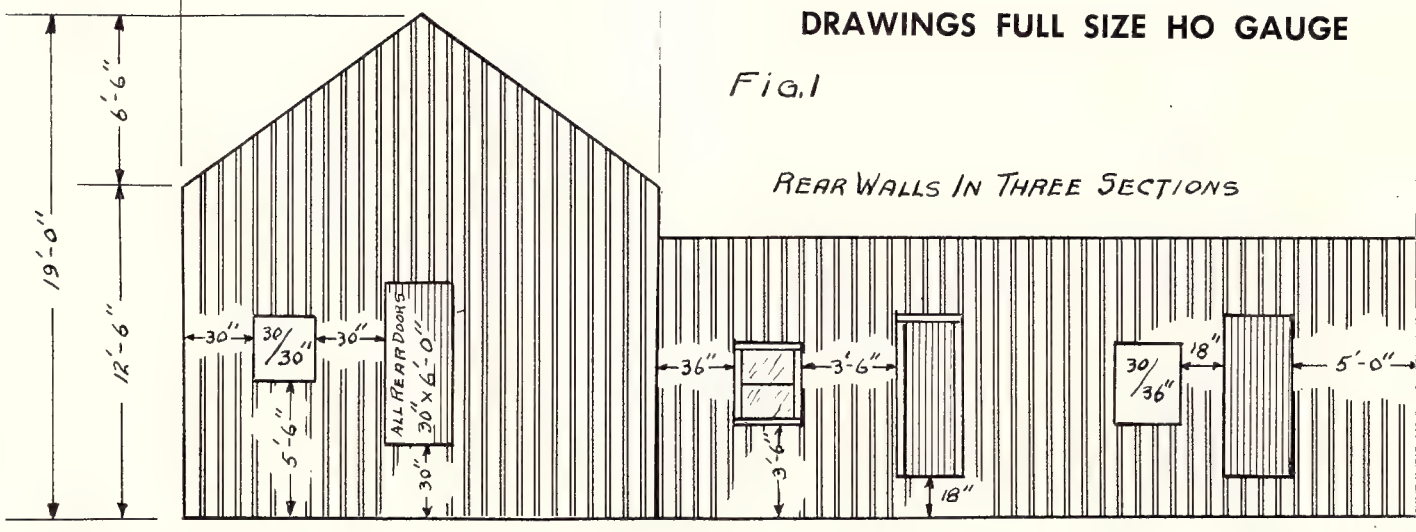
The Cafe

Assembly—Section B "the grocery and cafe." Glue the front wall of section B to the front wall of section A as you see it in Fig. 1. Section B is built onto the right side wall of section A, therefore add interior bracing for the left wall of section B to the right outside wall of section A, using same dimensions as was used for the right side wall of section B. Allow plenty of time for the glue to dry on this portion of the assembly. Affix the right side wall and add top and bottom interior bracing to the front wall. Allow time for the glue to set and then glue the rear wall in place—add interior bracing to the rear wall including the center brace (see Fig. 4) for the roof—use pins to hold this center brace in place—clip off the heads. Using Strathmore board or any stiff cardboard cut a roof piece to fit and glue in place—you can scribe the roof or glue on narrow strips of paper to represent tar paper



DRAWINGS FULL SIZE HO GAUGE

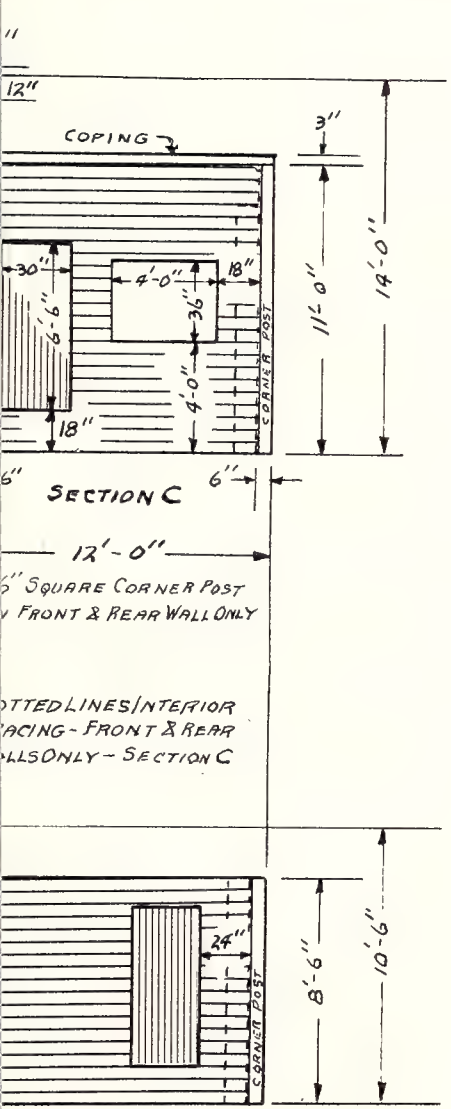
Fig. 1

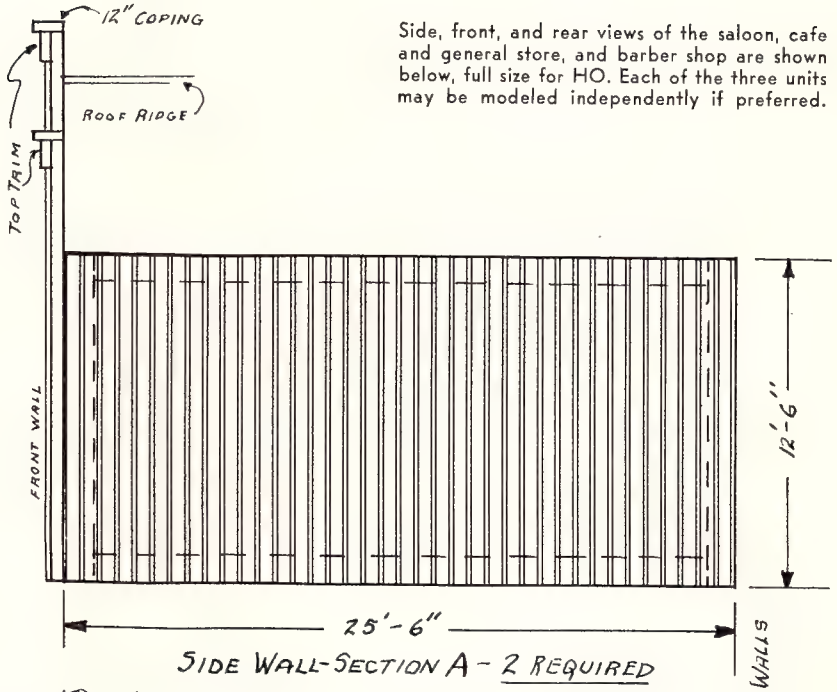


Picture this model in position on your own pike, a complete village by itself. A companion 1880 station is available in HO at most hobby shops.

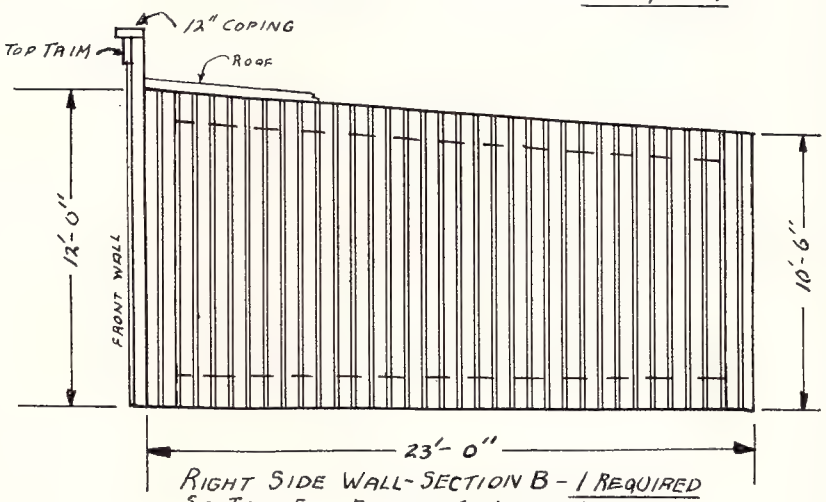
GILA BEND

Side, front, and rear views of the saloon, cafe and general store, and barber shop are shown below, full size for HO. Each of the three units may be modeled independently if preferred.

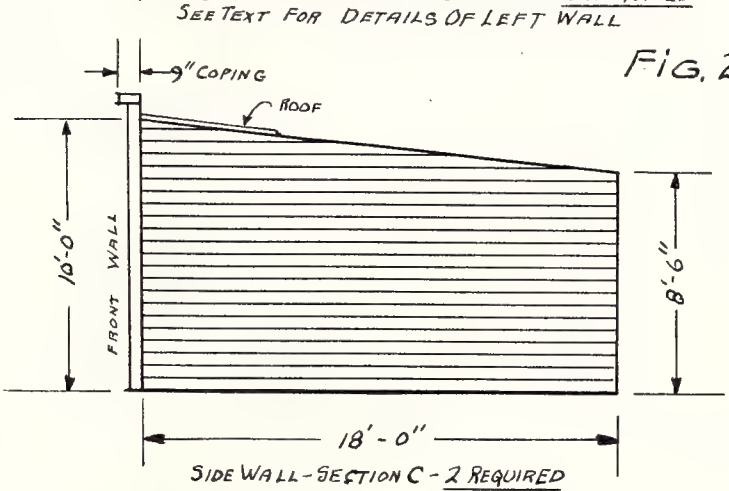




SIDE WALL-SECTION A - 2 REQUIRED



RIGHT SIDE WALL-SECTION B - 1 REQUIRED
SEE TEXT FOR DETAILS OF LEFT WALL



SIDE WALL-SECTION C - 2 REQUIRED

FIG. 2

ASSEMBLY - INTERIOR BRACING IN ALL CORNERS - TOP & BOTTOM OF WALLS

roofing. Paint the roof a grey-black color—weathered effect.

Fig. 4—PLEASE NOTE, the porch on this building is a step lower than the porch on section A. Use 3/32 x 1/4 inch strip for the base and 1/32 x 1/8 inch strip for the floor and make up the porch according to detail. Use the same method of assembling this porch and awning as you used for section A.

Painting—Well! I say painting, but really we don't use any paint at all on structures of this type and age—we just weather them. My method of weathering a building without using any paint is to brush the structures with BRUSH WASH — brush wash is 410 M thinner in which I have washed and cleaned color from my brushes — it is about the best weathering agent I know of. Try it on a scrap of capped siding, if you don't like the looks of it then use your own method.

Doors—All the rear doors of sections A and B are closed and all front doors are left open. You're in luck if you have a scrap of 1/32 inch thick scribed sheathing (not included in the materials list) with 1/32 inch spacing as that is the type material used for all doors on all the buildings in this project. If you don't have the scrap material scribe a piece of Strathmore board. Cut pieces larger than the door openings, weather with brush wash and glue to inside of the wall for the closed doors. The celluloid windows are scribed (see Fig. 1), cut and glued in the same manner as the doors.

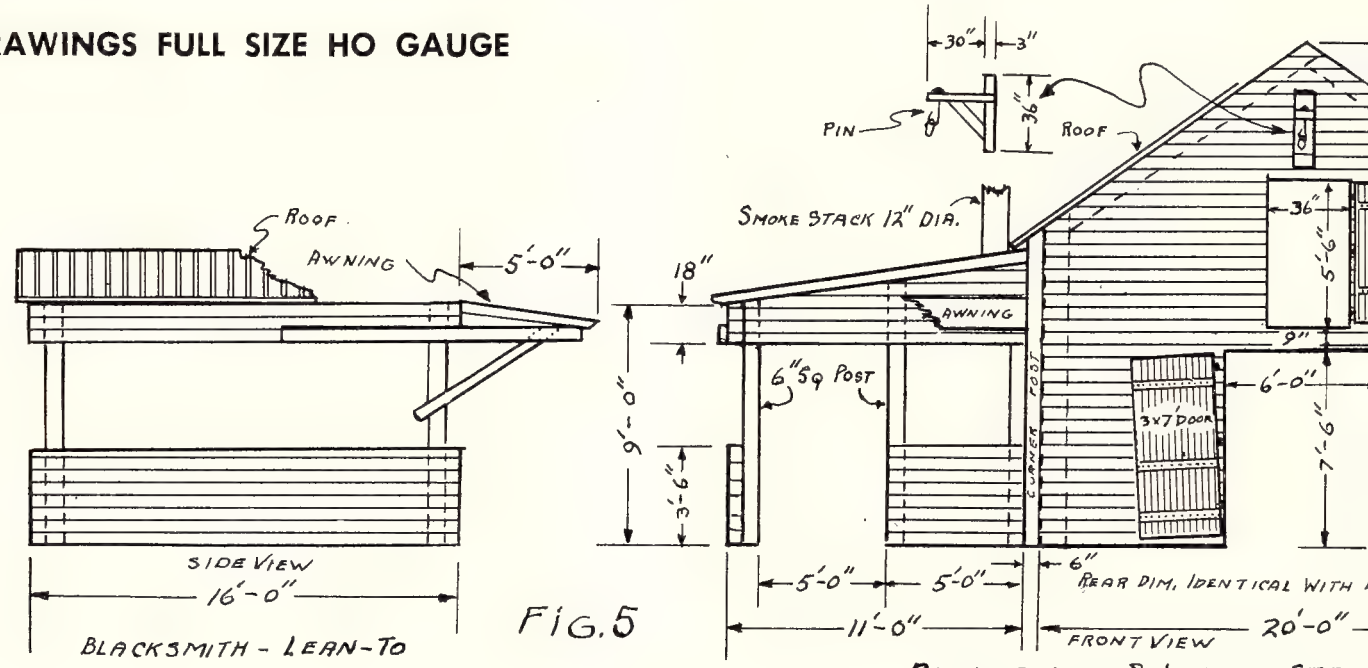
The Barber Shop

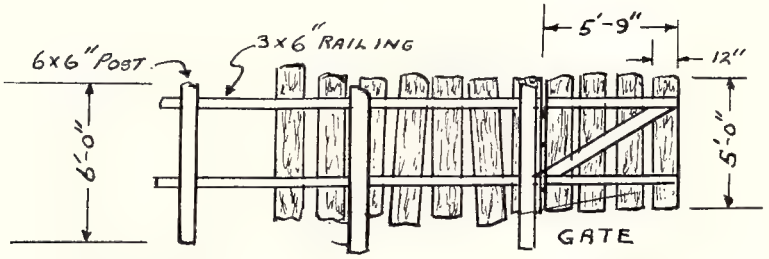
Section C—"the barber shop"—glue all four walls together, add both doors and window and glue on the same type roof as was used on section B. Weather the sides with brush wash.

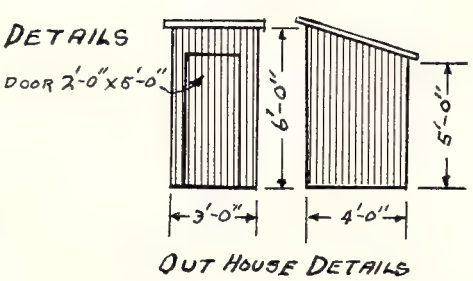
Fig. 5 — The livery stable and blacksmith shop—Using the sheet of scribed sheathing cut out both sides and the front walls according to dimensions—the rear wall is of identical dimensions and the only opening is the rear double door — you see, window glass in this period and in this territory was a scarce item, which accounts for only one small window in the stable.

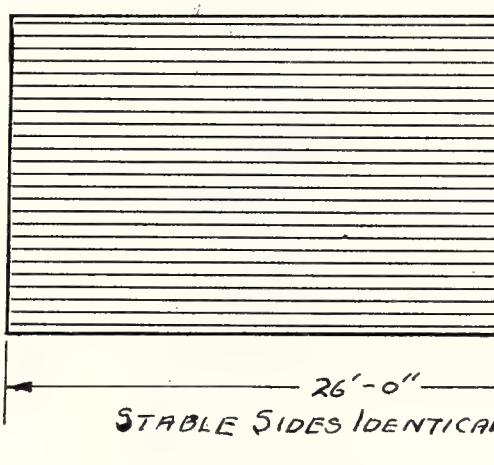
Add the corner posts (1/16 x 1/16 inch strip) to the front and rear walls only, also the interior bracing as illustrated. No trim is used on the doors and windows. Glue all four walls together and add the roof ridge strip. Cut a one piece roof to fit—use Strathmore or stiff cardboard — the roof overhangs the walls 6" all around—glue it in place, when dry add Walthers brown shingles No. V175 and the ridge strip. Make up the doors from the scribed scrap material according to detail and glue them in place as illustrated, also make up and add the hoist arm above the loft door. The rear door is closed and can be in one piece divided with pencil line to imitate double doors. Use thin paper for strap hinges on outside of rear doors.

DRAWINGS FULL SIZE HO GAUGE



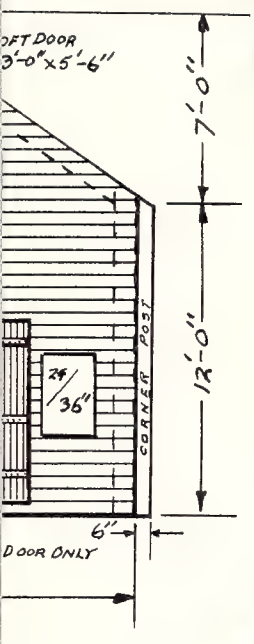




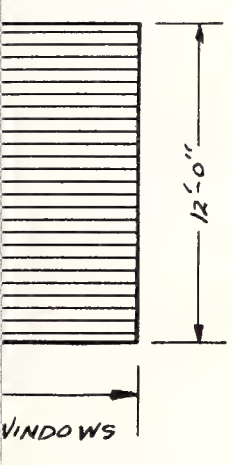


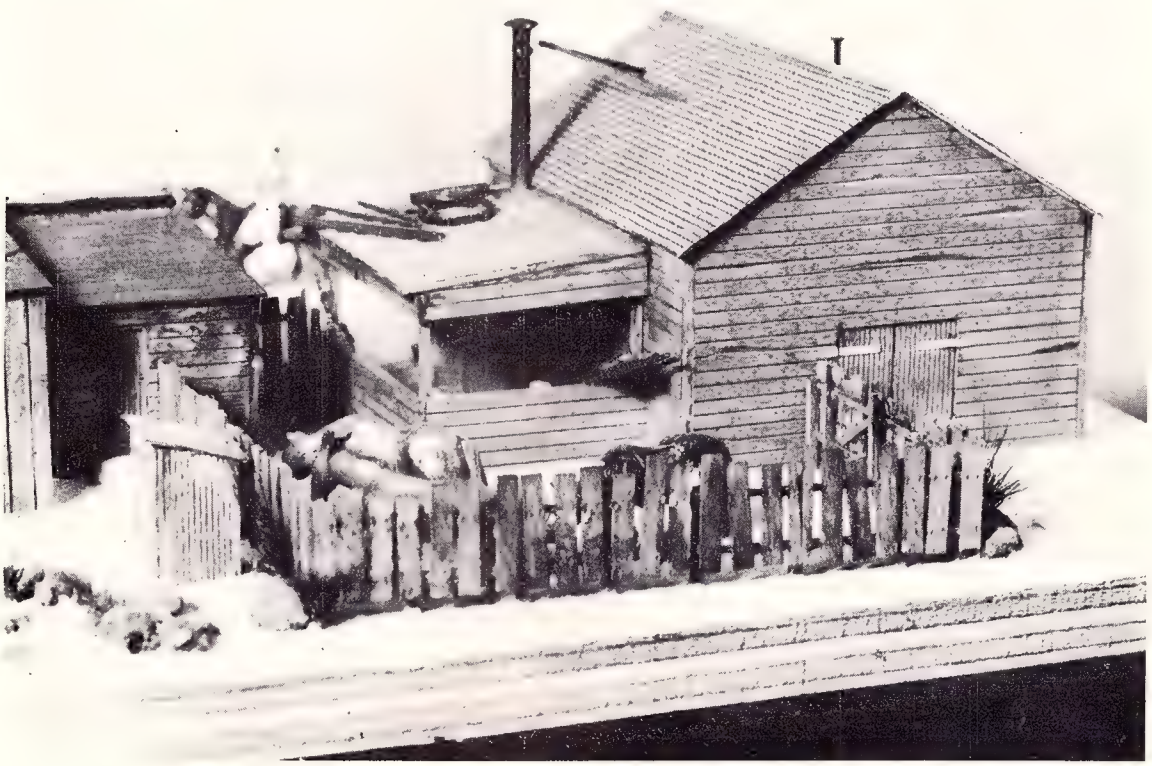
GILA BEND

The charm of the livery stable depends largely on the extra detail incorporated by the modeler. Examine the photo carefully and note the many small details added by master modeler Giebner.



In the old days, horses were taken care of at the livery stable. Necessary repairs to both horses and wagons were done in the blacksmith shop. Fence should be rough, weathered wood





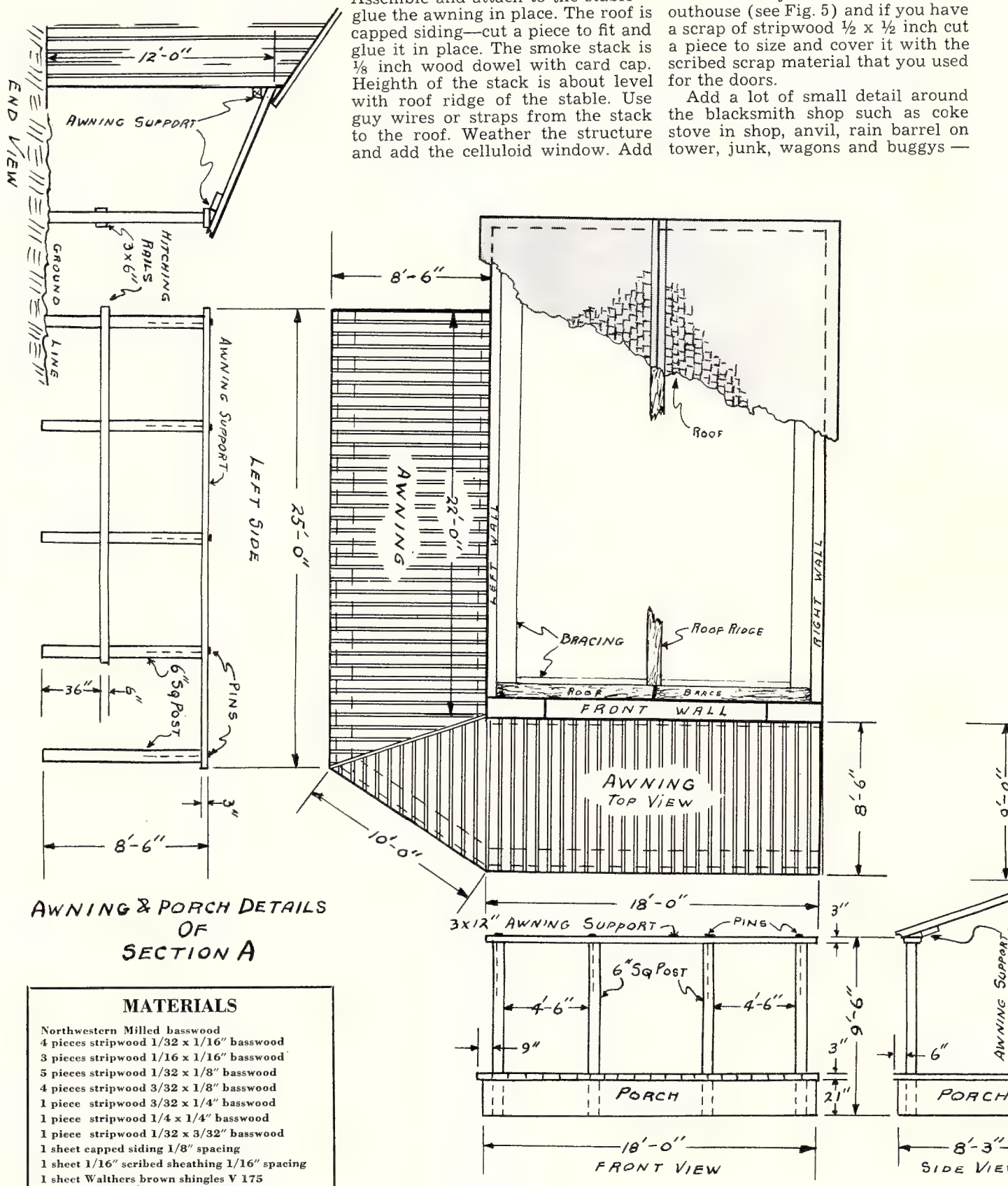
Livery Stable

Blacksmith Lean-to—Make up the side wall (see side view) according to dimensions omitting the awning for now. Cut the front pieces (see front view) according to detail. The rear pieces are cut to full length 11'0". Assemble and attach to the stable—glue the awning in place. The roof is capped siding—cut a piece to fit and glue it in place. The smoke stack is ⅛ inch wood dowel with card cap. Heighth of the stack is about level with roof ridge of the stable. Use guy wires or straps from the stack to the roof. Weather the structure and add the celluloid window. Add small nails to each roof for stove pipe smoke jacks.

The corral can be large or small, depending on available space. However, a small corral looks much neater. For dimension of material see corral fence and gate details Fig. 5.

Of course you will need a small outhouse (see Fig. 5) and if you have a scrap of stripwood ½ x ½ inch cut a piece to size and cover it with the scribed scrap material that you used for the doors.

Add a lot of small detail around the blacksmith shop such as coke stove in shop, anvil, rain barrel on tower, junk, wagons and buggys —

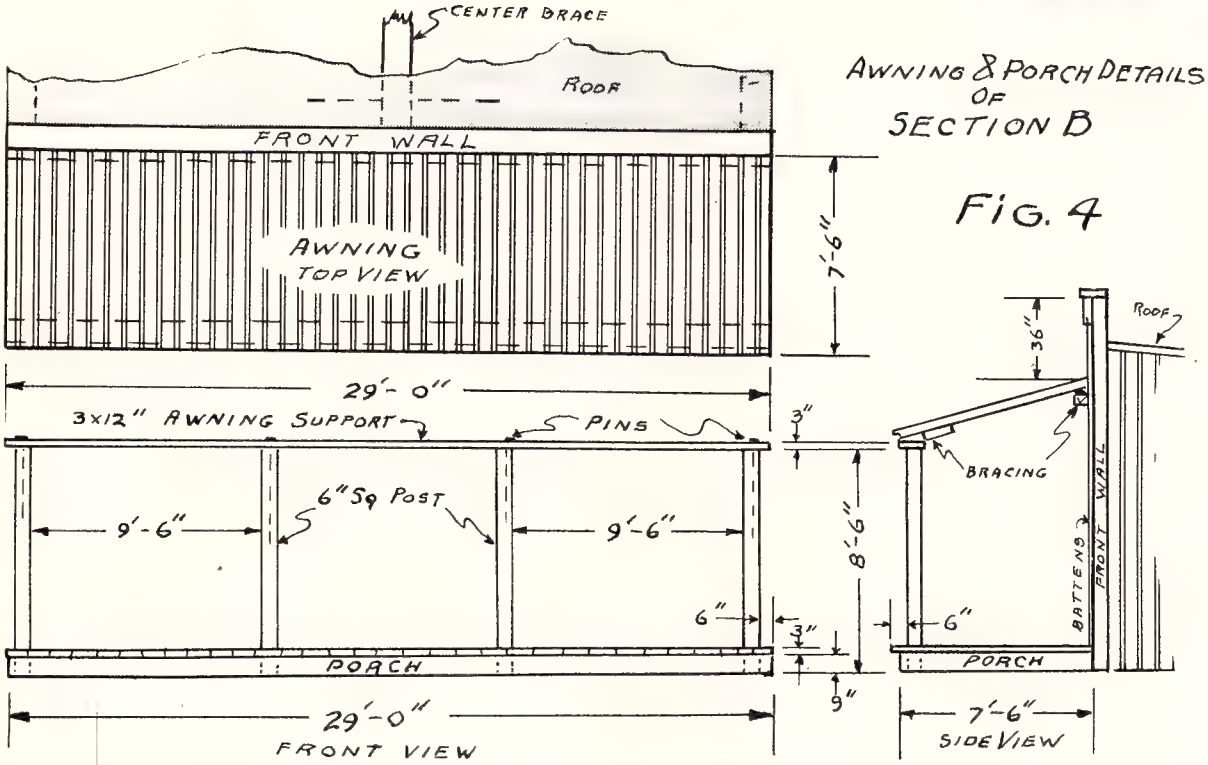


AWNING & PORCH DETAILS OF SECTION A

MATERIALS

Northwestern Milled basswood
4 pieces stripwood 1/32 x 1/16" basswood
3 pieces stripwood 1/16 x 1/16" basswood
5 pieces stripwood 1/32 x 1/8" basswood
4 pieces stripwood 3/32 x 1/8" basswood
1 piece stripwood 3/32 x 1/4" basswood
1 piece stripwood 1/4 x 1/4" basswood
1 piece stripwood 1/32 x 3/32" basswood
1 sheet capped siding 1/8" spacing
1 sheet 1/16" scribed sheathing 1/16" spacing
1 sheet Walthers brown shingles V 175
Small piece of 1/8" wood dowel

GILA BEND

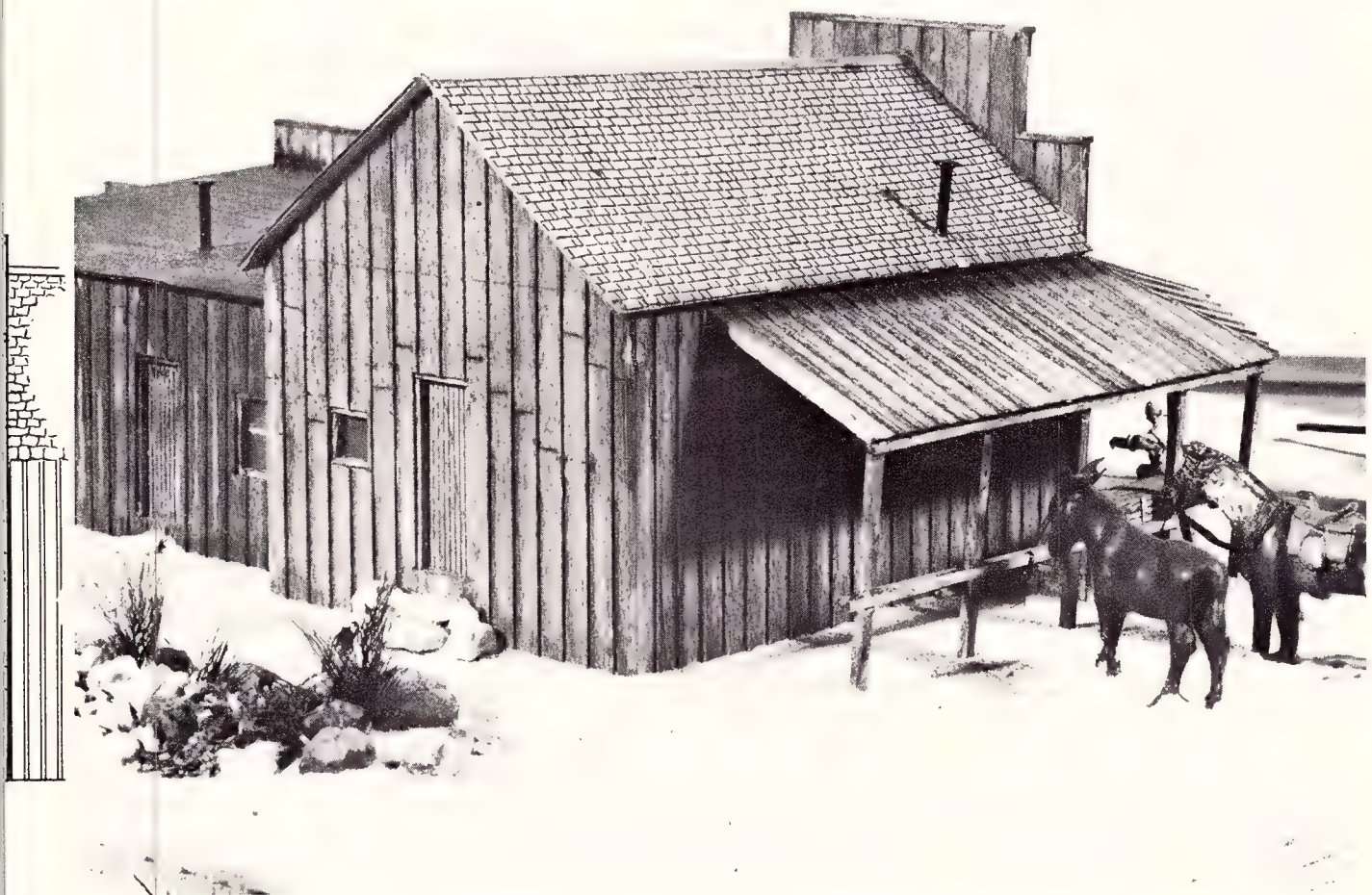


AWNING & PORCH DETAILS OF SECTION B

FIG. 4

DRAWINGS FULL SIZE HO GAUGE

The sides and rear of each building are easily modeled, being very simple in construction. No fancy streets in Gila Bend, just dirt roads and horse transportation, in addition to railroad.



LITTLE CUSS

Operating On3 Conversion of the Wen Mac C. P. Huntington

by Dick Andrews

ONE of the finest O scale models ever produced is the Wen Mac 4-2-4T "C.P. HUNTINGTON." And it had hardly appeared before the boys fell on it with knives and saws —cutting it apart and putting it back together again to make all sorts of other locos! Bill Schopp's "E PLURIBUS UNUM" appeared in RMC—a 4-4-0 made up of two kits put together. Others have followed—it seems that many famous scratchbuilders just couldn't resist trying their hand at various combinations. It is just an irresistable Little Cuss

Lt. Cmdr. Kirk Dunwoody, USN, hauled in from Guam a few months ago, opened his bag, and lifted out the little On3 0-6-0 pictured here. "She was a natural for the little Porter-Bell six-wheelers on the old Colorado Central RR up to Central City," noted Kirk, and he certainly proved it. Kirk's model uses the superstructure very much as Bill Schopp did for his 4-4-0. The cab sides and front are cut off level with the running boards, and the cab is moved back slightly on the boiler. The only other change is the stack, which Kirk made up following the C.C. prototype. The kit's pilot deck and cylinders are also used, except that of course the four-bar cross-head guide has been discarded for a plain single-bar arrangement with a regular cross-head. The chassis is Kirk's own, but as we noted some time ago, a Model Die Casting 0-6-0 mechanism would fit very handily. You would want to shorten the main rods to drive the mid pair of drivers though; the extended main rod is rather modern.

Kirk's pilot or "cowcatcher" is by Kemtron in cast brass—the fabulous Cliff Grandt told me "I made up the pattern for that when I got tired of whittling down those plastic pilots to fit the lower On3 clearance."

The model has a four-wheel tender, as per prototype, which Kirk made up from sheet brass with a wooden deck and frames. A Pittman DC-70 does the honors. Kirk warns about bringing heat into contact with the superstructure; he heated up some low-temperature alloy known as Cerro Bend for boiler weight and found it affecting the model—the steam dome now tends to follow prototype according to the Leaning Tower of Pisa. As if many on the prototypes didn't after many years' service!

However heat can be used with care—to do such jobs as forming the square-bottom smokebox into a regular round front end, as he did for his loco.

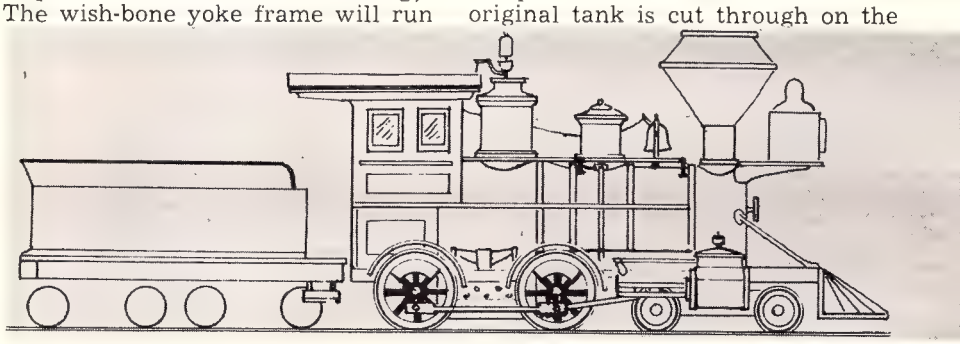
Note the length of this loco—only eight inches—in O scale yet!

Both Cliff Grandt and Mark Swerdfeger have made 0-4-4T Forneys out of these kits with no change to the superstructure at all. A main frame can be built up or a suitable commercial one used from HO. I have sketched such a conversion here—note the position of the firebox behind the drivers. This can be done for any gauge of track in O scale. Cliff has also built a 2-4-2 with separate tender—on a 2-4-2, the rear wheels will come behind the firebox—just in under the rear sill of the cab (fitting in between the firebox and the step shown in the 0-4-4T drawing). The wish-bone yoke frame will run under the firebox ash pan to a center pivot point just behind the rear drivers. The 0-4-4T could of course be a 2-4-4T if desired.

Another possibility is a small On3 4-4-0. Here the four-bar guides would be kept per regular 4-4-0 practice until a later date. The cab would be formed as on Kirk's 0-6-0 (leave the rear wall full length and cut in slightly from where the sides stop level with the running boards—down to the frames. Not much leg room in those old cabs; wonder what the hogger did with his feet when the fireman put in a fire; probably stuck them out the front window! Note that the 4-4-0 firebox comes down between the driver axles. Tender parts from two kits would be required to make the tender, and I have indicated the slight forward slope that those old tenders always seemed to develop; don't know why.

For a little Mogul or 2-6-0, simply add another drivewheel set in where the rear wheelset of the lead truck is now. Also use a single bar guide and regular cross-head. If it is going to be a 4-4-0 "eight-wheeler" though don't forget that the side rod goes OUTSIDE in the main rod.

I experimented to see how much of a four-wheel tender could be made from one kit, and came up with the little rearrangement shown here. The problem is to get as much underframe as possible—and if you have gone in for a cab trimmed off even with the running boards, that gives you an extra inch or so of underframe to go into the tender. It has to be spliced into the middle after the original tank is cut through on the



A freelanced narrow gauge American Standard locomotive designed by Dick Andrews, having overall length of less than nine inches in On3.

The Wen-Mac C. P. Huntington provides parts sufficient to create a tender this large. Four wheeled tenders were common on narrow rrs.

Several builders have created 0-4-4 Forney type engines, requiring no superstructure modifications. Engine could also be built for On2.

photo by Brundage Studio

dotted line and spread apart. You will have to fill out the gap in the sides and coal rail with wood, and then use a paper wrapper to give a new surface. The two wheelsets are of course held by rigid jaws and pedestals as shown, and as appear in the pic of Kirk's loco.

Forgot to mention that the 4-2-4T's driver fender and spring will have to be ground off.

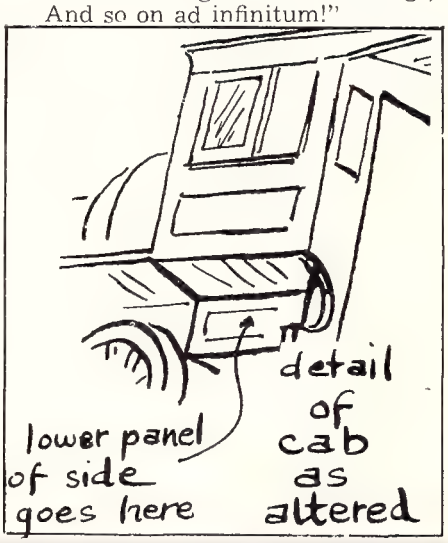
Such are a few of the many possibilities of this kit for conversions in O scale. They will all tend to come out looking like Porter-Bell designs of the '70's and '80's—largely because Porter-Bell used a rather high-perched cab with running boards to suit. Baldwin locos of the '70's generally had the cab and running boards about a foot lower and if anyone figures out how to work that—I'd be interested!

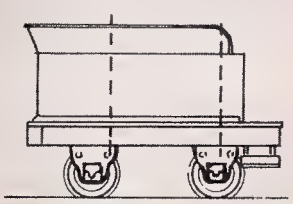
Had a friendly argument with a fellow from Denver who stated that while he considered these old-time narrow gauge locos to have a lot of "moxie", he preferred the larger modern sizes. It is true that these conversions will all wind up back in the '70's—but that is due mainly to mere details—many MODERN narrow gauge locos of these types were just this small! The reason for that is simple:—when standard gauge railroads got to "beefing up" around the turn of the century—until mere terminal switchers got to weighing more than main line freight hogs had a few short years before—some of the narrow gauges got into the act and some did not. Some of them saw no reason to change from their old light rails and light trestles, and when they needed new locos, they went for the same small designs.

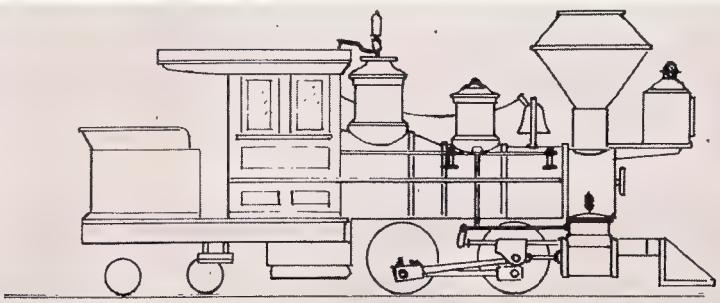
Our little 4-4-0 here would weigh about 17 tons on the hoof, and we find the Porter works offering a 4-4-0 of modern outline but just as small—after 1920! In fact one of the last steam locos built by Baldwin in 1949 was a small 2 ft. gauge 2-8-2—regret to say, for export.

Yes, O scale can be small—particularly in terms of narrow gauge—but some time back we called on Bill Schopp and saw two HOn3 locos that reminded us—well, you could toss out the white mice and run them in a bureau drawer! HOn3 is the smallest yet. Fighting for inches in HO? HOn3 is here. All the scales have narrow gauges, and it reminds me of the old refrain:—

"Big bugs have little bugs
On their backs to bite 'em.
And little bugs have littler bugs,
And so on ad infinitum!"







One of the last trains to pass over the Gorre & Daphetid Railroad before abandonment. The train was bringing in last trainload of big logs.

THIS is a story about one of the most famous model railroads that has ever been built, the Gorre and Daphetid Railroad. As you probably know by this time, John Allen, the creator of this wonderful miniature railroad empire, had to tear down his well known pike. In fact, John has moved from the house in Monterey, California, where he had the original Gorre and Daphetid. Because of the move, he had no choice but to tear down the model empire. But already a new and larger pike is being constructed at the new location, so the Gorre and Daphetid will run again sometime.

I like to think about the old Gorre and Daphetid, and the fun I had when I visited John and saw his beautiful pike. I only wish that more model rails had been able to see and operate John's layout. The more I thought about this, the more I believed that those who hadn't seen the old Gorre and Daphetid might like to read about my experiences in operating and seeing the pike. Many pictures have been published showing about every possible angle of the layout, but the operations are one of the things that made the railroad outstanding, too.

I contacted John and asked him if he would be willing to furnish some photographs of his layout if I would write my impressions about his pike. He agreed and this is the result.

There was so much detail on the pike that I seriously doubt one individual would be able to see it all in a period of a week's time. Everywhere one looked, in every bit of available space, there was detail and more detail — miniature figures, building, trackside structures, and a thousand and one miniature items that could be found around a railroad—and every item perfectly constructed. For instance, there were some hobos seated around a camp fire. This would just be an ordinary scene on the average pike, but not on John Allen's. To give an illusion of a glowing camp fire, John used a small electric light globe colored red which was covered with miniature sticks and logs. This globe was located in a hole underneath the arch of a stone bridge and so arranged that when the light globe was turned on, the effect was that of a miniature camp fire. Of course, John used a globe of low enough wattage and voltage that it would not get too hot and create a real fire! Around this campfire scene were arranged Weston's hobo group and some figures that John had carved himself. The impression was that the group of hobos were really ready to partake of a savory bit of Mulligan stew. In fact, the scene was so realistic that you imagined you could smell the odor of the stew

The Butler Mine "where they try to get the lead out," was a typical old time mine, complete with the smallest details. There were a number of lights around the building, with shades on them. Upon close examination one could see that these lights were the small grain-of-wheat bulbs. On examining different structures around the layout I found that most of the buildings had interior lights—these same grain-of-wheat bulbs.

All this illumination by the miniature lights was made more impressive by the fact that the room lights, where the layout was located, were not too intense.

For night time effects, the room was flooded with a blue light, and then the scene of the model pike became quite impressive, especially when the yellow lights of the buildings were all turned on.

I would have to venture a guess as to how many figures were on the layout, people for the most part that John had built up from wire and wax and then painted. No doubt, most of these fine figures will again appear on the new Gorre and Daphetid.

Everywhere you looked you would find these small people doing all types of odd jobs. There were men working on the tracks, laying rails, fishing, and even people riding bicycles. There were not only humans represented in miniature, but also animals —horses, cows, sheep, etc. All these little figures helped add to the realism of the model railroad empire, which assumed such realistic proportions that one hardly realized that they were looking at a miniature scene.

The background was painted in color and was really a work of art. The perspective of the painting was such that in the distance could be seen a river and a lake, and even the railroad right-of-way climbing in and through the mountains, with now and then a puff of smoke from some locomotive laboring up the grades.

Not only were small trees painted in detail on the background, but miniature trees had been glued to the backdrop to give added depth and relief. In front of the very small trees were placed slightly larger trees, then larger ones in front of these as the background gained more and more in depth. The trees were so graduated in size that there was no definite line of demarkation between the foreground and the background. This gave a true illusion of great depth—a very difficult thing to do.

Another trick that John employed was to use a large mirror at one end of the layout which made the operating area look twice as long. One had to find the edge of the mirror to realize that he was looking at only a reflection of the layout. Sometimes the engineer, backing a train in towards the mirror became quite startled to see another train approaching his on the same track—in

SUNSET on the old G & D

Although the old Gorre & Daphetid Railroad has gone on to the golden road of glory, there is arising a new and larger G&D. Here are some of the last pictures to be taken on the old line.

by Earl Cochrane

Photos by John Allen

A long branch line freight passes over the Gorre & Daphetid Railroad as it rolls toward the town of Gorre. The sleek tenwheeler on the head end is a visitor on the road and not one of the line's regulars since it is far too clean and too well kept for the lazy G & D crews.

reality, just the reflection of the train he was operating.

One clever piece of foreshortening of the background had been accomplished by constructing an apparent spur track that went off into the distance. The turnout, of course, was a dummy. This spur started off from the main, which was only about two inches from the background, and the tapered rails came together on the background and about an inch higher than the main line rails. They appeared to be going out into a cut area. When viewed from the front of the layout the illusion created was that the spur track went off into the distant hills.

I was quite surprised to learn from John that he used small buildings and structures on his pike. He said that his structures were not underscaled, as I at first thought, but rather small in prototype size. By using small structures this way, it made the layout look larger and gave a better perspective. Large buildings on a small pike look out of place. John didn't go to the extreme in making small structures, but built them so that they balanced in with the surroundings in which they were placed.

There was not a diesel locomotive on John's layout, so you can readily understand that his love is for the old time trains. And I didn't see a bright, new shiny car on the whole layout. In fact, all rolling stock including locomotives, had been aged. Come to think of it, the one thing I didn't see on John's layout was a miniature bucket of water and brushes to wash off the rolling stock. Maybe that is why they had that old appearance. But John told me that if I had looked closely, and focused my bifocals correctly, I would have seen the buckets, brushes and ladders on the side of the

engine house.

All the cars in service on the old Gorre and Daphetid looked like they had never been washed, but had been in sufficient rain and snow storms to have made them streaked. The heaviest motive power, a 4-10-0 Mastodon, looked like it hadn't been in the shops for years, it was so weathered.

The weathering of the equipment that John did, made it look more realistic. I've seen locomotives and equipment on some of the largest prototype railroads that looked just like what John had duplicated in miniature.

I asked John if he painted his equipment with an air spray paint outfit, because he had done such a nice job, and was quite surprised to learn that he doesn't have any spray equipment. He does it all by hand with small paint brushes.

The layout itself was in a space 20 feet 6 inches long by 6 feet 6 inches wide, and had gradually been constructed to this size from the original small unit of 6 feet 8 inches by 3 feet 7 inches. This original layout was incorporated into the larger layout, but had rather tight curves and was used as a branch line for peddler-freight —main line operation being on the extended layout. John has told me that this original unit is still intact and will be incorporated in the new layout.

After the visitor had looked and looked at the Gorre and Daphetid, and, of course, kept seeing more and more objects and details, he was invited to do some operating. In my case, the first operation tried was switching moves. I honestly believe that John loved to give a newcomer a nice tricky switching problem. As a matter of fact, when I first visited John, he had some model rails visiting him and one chap told me that they had been there over one hour trying to figure out one of John's switching problems. They finally solved it and in this way thoroughly enjoyed that phase of model railroading.

When I was invited to step in, we were given the problem of making up and distributing different cars and trains. Everyone becomes so intent on the operations that they do not pay any attention to much else, especially when there are rules and regulations to follow. A couple of rules that gave the operators a headache were: only three cars—no more—may be pushed by a wooden caboose (this really makes some switching problems quite difficult) and, a highway may only be blocked a scale five minutes—and that's not much time! Operating at a scale time of ten-to-one means that you can only block that highway for an actual 30 seconds. Also, operations must take place at scale speeds and not a a scale of 90 miles per hour, as a newcomer is often tempted to do to stay within the rules and regulations that have been set up. Brother, you don't just use your hands, you have to use your head.

A train crew normally consisted of an engineer, who operated the controls, and a combination conductor-switchman-brakeman to uncouple the cars. The conductor had to figure out the moves and how to locate and spot the cars. Often times he had to seek the assistance and advice of the engineer — and even kibitzers — to solve the switching problem.

While tne crews were intent on the work of making up or breaking up a train, the illumination in the room where the pike was located gradually became less and less. Soon one was working under nighttime conditions, an effect obtained by the pike being flooded with only blue light which is quite dim. One couldn't see the numbers on the cars, and the engineer could barely see the signals given by the switchman. One would begin to wonder what had happened, because the change had taken place so gradually, and John would explain that the crews had been caught by the 16 hour law.

What had actually happened, while the crews were so intent on operations, was that John had hooked up his dimming device, and the lights gradually dimmed down. The operation from day to night, or night to day, whichever cycle was taking place, actually required about five minutes and the rate of change in light intensity was almost impossible to see. Having a few blue bulbs on before the transition took place, allowed the dimming device to dim the white bulbs until they went completely out and the only illumination was from the blue bulbs. This gave an excellent night time effect.

The dimming device consisted of a large jar filled with a concentrated salt water solution into which two copper plates were lowered. These copper plates were insulated one from another and were hooked in series with the white lights (that illuminated the layout and the 120 volt house power supply. This system works only with incandescent bulbs and not with the fluorescent type. A large disc-type wheel was geared down to travel very slowly, and to the very edge of this disc was attached a cord that supported the two copper plates. As the disc slowly rotated (motor driven) the copper plates were raised and lowered in the salt water solution.

When the copper plates were out of the salt water, the white lights were off. When the plates were immersed in the solution, the lights came on dim, and the further the plates were lowered in the solution, the more intense the illumination became. In other words, this device acted like a rheostat. John told me that the salt water solution would get hot and boil sometimes if the system was in use for too long a period at one time. He had an electric light switch connected in the circuit so that normally, when the white lights were on, they would not be pulling the current through the salt solution. Should he want to dim the lights, he turned on the motor that operated the rotating disc (making sure that the copper plates were immersed in the salt water solution) then threw the switch allowing the electrical current to flow through the copper plates and salt water solution. Gradually the lights would dim as the copper plates were withdrawn from

STATION	Train No. 1	Train No. 2	Train No. 3
"A"	Lv 8:00	Lv 8:35	Lv 8:50
"B"	Ar 8:10	Ar 8:45	Ar 9:00
	Lv 8:15	Lv 9:50	Lv 9:05
"C"	Ar 8:30	Ar 10:05	Ar 9:20
	Lv 9:25	Lv 10:10	Lv 10:25
"D"	Ar 9:35	Ar 10:20	Ar 10:35
	Lv 9:40	Lv 11:05	Lv 10:55
"E"	Ar 9:45	Ar 11:10	Ar 11:00
	Lv 10:40	Lv 11:15	Lv 11:30
"F"	Ar 10:50	Ar 11:25	Ar 11:40

the salt solution.

Getting back to the operation again, gradually the white lights came on and daylight was restored. Operations were resumed until all the problems had been solved. Every car was spotted according to prearranged plans of the dispatcher. Each car had a corresponding card in a card file, and all movements of the cars had to correspond to the cards in the card file system. There was no trol board. He had numerous different schedules for different occasions.

One thing that was of interest to haphazard operation of pushing one car here and another car there. John explained that the system he used was primarily Frank Ellison's system of operation.

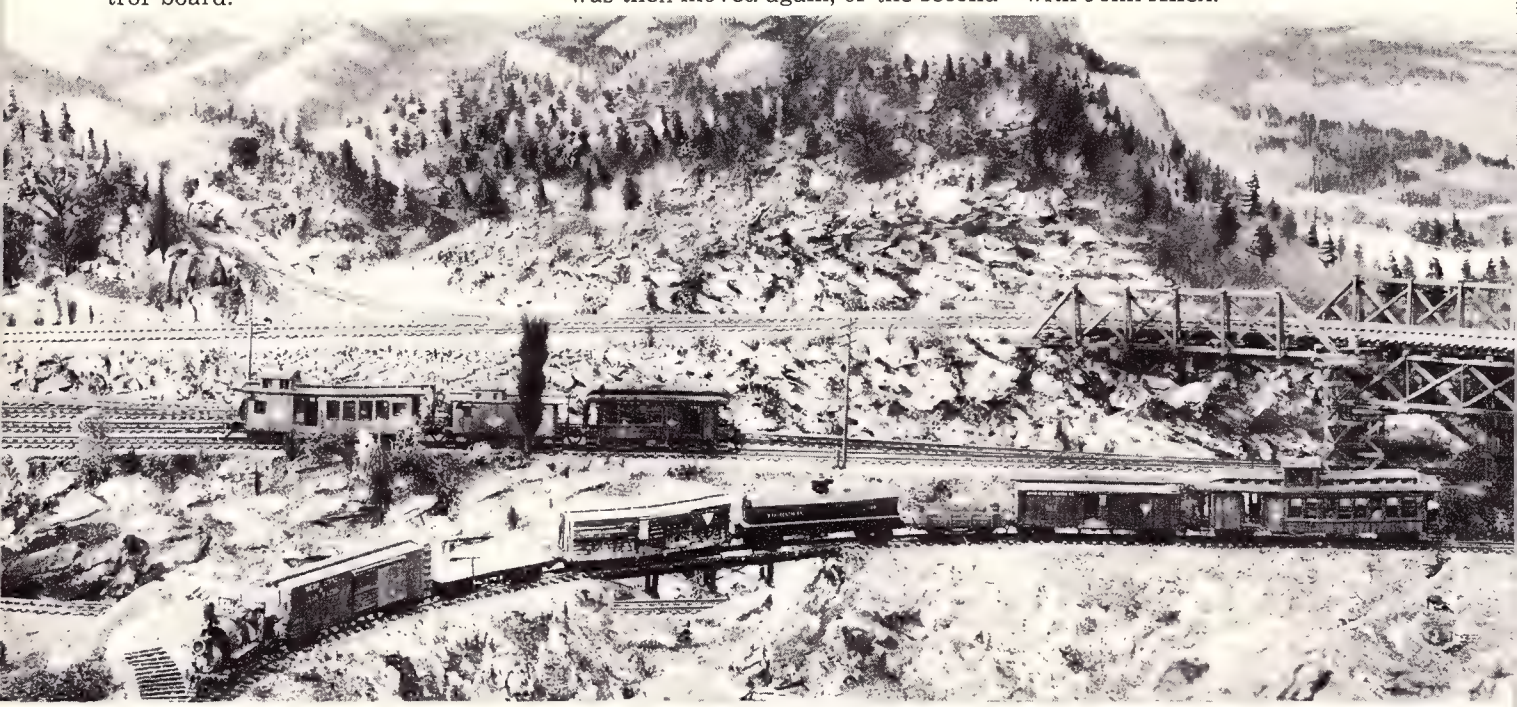
The next thing tried out was timetable operation. John started the newcomer out on an easy schedule, then gradually worked up to a tougher schedule if he found that the new operator could master the control board.

One thing that was of interest to me was the way that John had arranged his timetables. His tables were made up so that an engineer might be running three trains in this one operation, but never more than one train at a time. I had been used to taking out one train and running it around the layout, following a timetable, until the operation was complete. Then I would take out a second train and follow the schedule of the time table, etc.

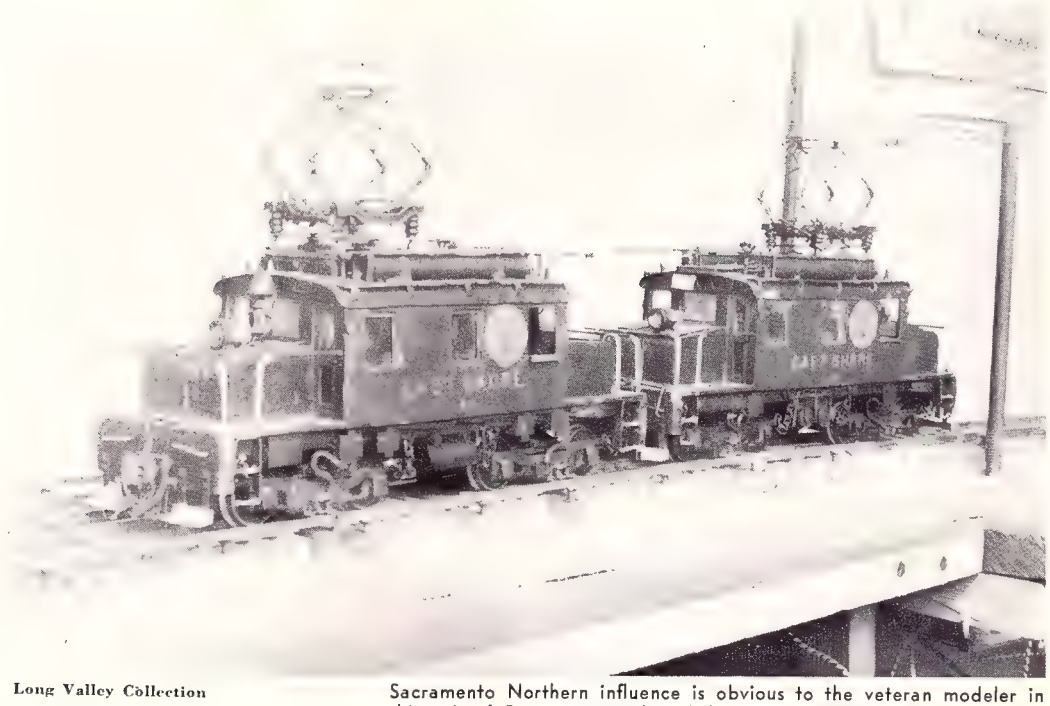
On John's timetable the engineer took out a train and ran it thru a number of stops. When the train was in a siding, or had a layover of quite a period of time, the engineer took out a second train. This train, in turn, was run through a given number of station stops, which may be as few as two, until there was a time interval in which it was not supposed to operate. Maybe a third train was then started and operated until it had a time interval layover. The first train was then moved again, or the second train, whichever the timetable called for. While one engineer was operating three trains in this manner, another engineer could be operating three more trains, which made the operation quite interesting as all meets had to be made according to schedule.

Looking at the time table you notice that Train No. 1 leaves station "A" at 8:00, arrives at station "B" at 8:10 and leaves at 8:15—arriving at station "C" at 8:30. There is a layover here, so referring to the timetable again we see that Train No. 2 leaves station "A" at 8:35 (five minutes scale time after Train No. 1 arrived at "C") and arrives at station "B" at 8:45 for a layover. The same engineer has run both of the above trains and is now ready to take out a third train. Train No. 3 leaves station "A" at 8:50 and finally arrives at station "C" at 9:20. The engineer now has to go back to Train No. 1 which leaves station "C" at 9:25. With this type of timetable the engineer has to watch the time and take out the respective train that is to be operated at that time. This means that an engineer doesn't have to sit around and waste time—he is always operating some train. Of course, such a timetable must be arranged so that the trains will meet or pass where there are sidings. One really has to be on his toes to operate such a schedule, but that is what made railroading so much fun on the Gorre and Daphetid.

Now the old Gorre and Daphetid is gone, and no more trains will run over those tracks. I hope that I have been able to give you a slight idea of what it was like to visit that wonderful pike. The pleasant memories of John's pike linger in my mind and I, for one, thoroughly enjoyed my visit with John Allen.



Fake spur (just above caboose) pulls off line at Rustler's Roost and continues into the background. There is less than 2 inches from real track to background wall behind. Mixed D. G. & H. train approaches Gorre, passing over Squawbottom Bridge in foreground with seven cars.

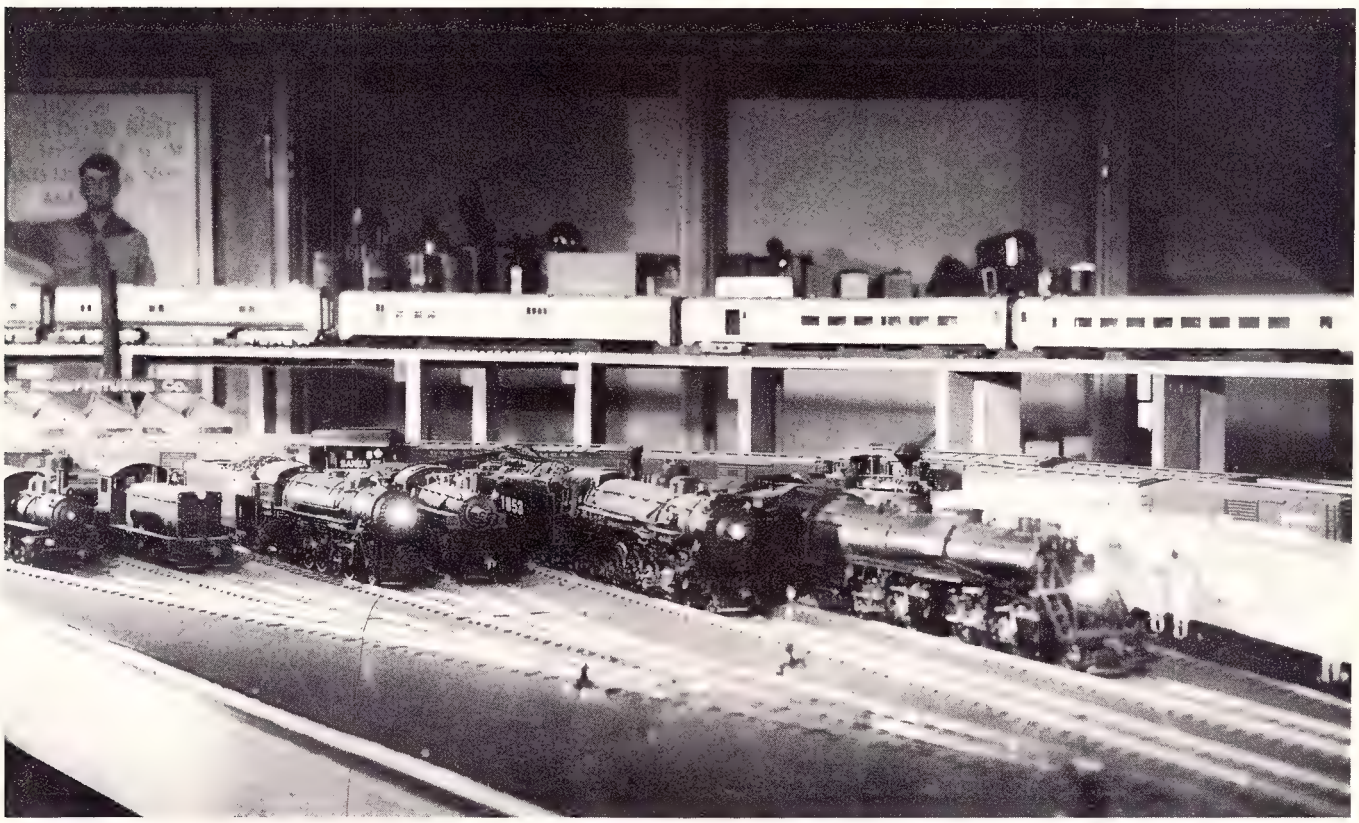


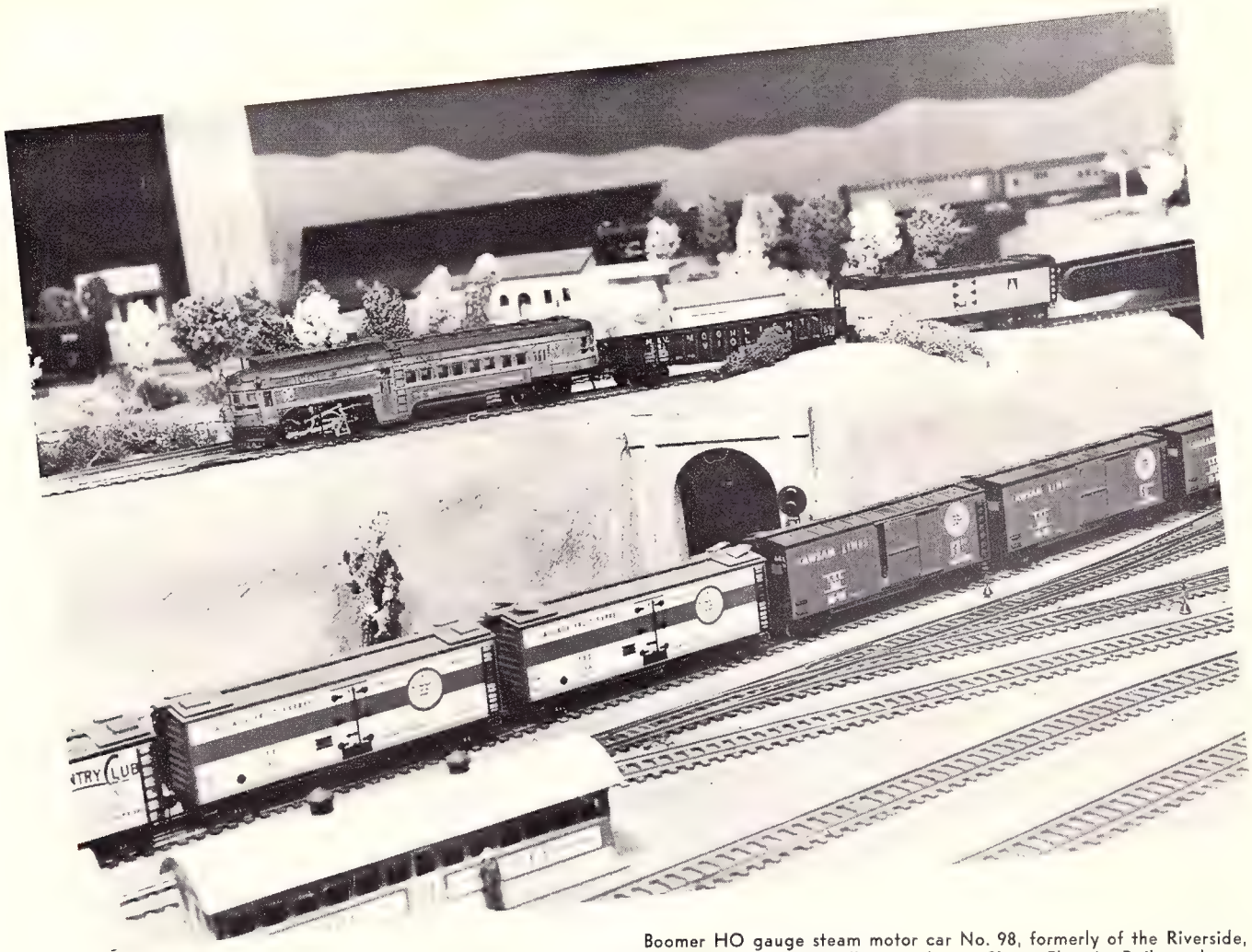
Long Valley Collection

Sacramento Northern influence is obvious to the veteran modeler in this pair of O gauge steeple cab locomotives built by Paul Icanberry. They run on the United Electric Railway, at Alameda, Calif. These East Shore locos are smaller than the IMP 80 ton South Shore locos.

NABOR'S PIKE

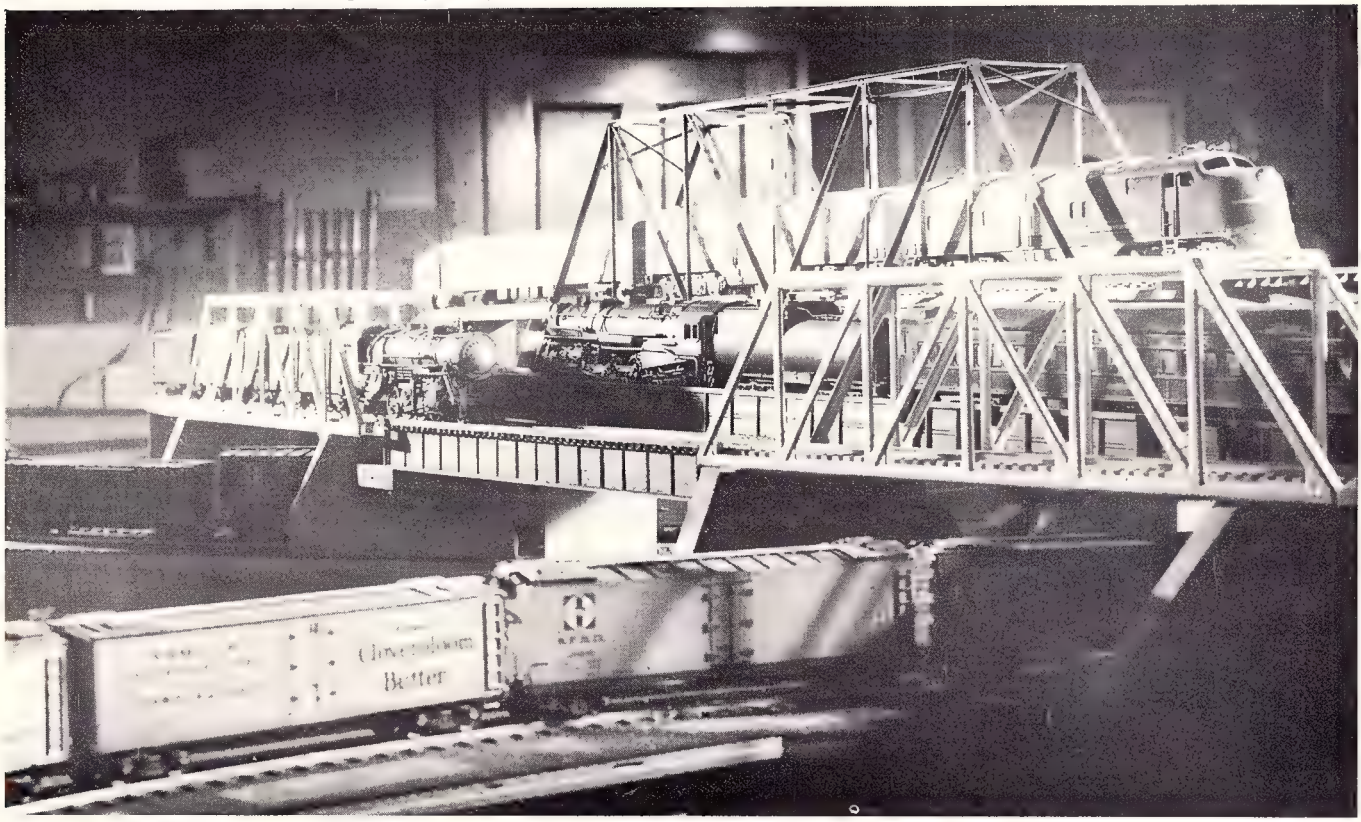
BELOW: Motive power on the Perkins line is a mixture of home built kit locomotives and custom built engines from Blum's Hobby House. A Marnold X-85D power pack supplies DC current. Three storage batteries are also used to supply power; are recharged by power pack.





BELOW: There's plenty of traffic rolling on the O gauge 2-rail pike of Edwin R. Perkins III, of Cleveland Heights, Ohio. Scenery is still sparce but the finely modeled bridges give an indication of what is to come. There are 250 freight, 25 passenger cars on roster.

Boomer HO gauge steam motor car No. 98, formerly of the Riverside, Bridgeboro, Mount Holly & Atlantic Shore Electric Railway brass-hatted by Bill Schopp, has been acquired by Red Marshall's Nogero Northern, in Portland, Oregon. The gondola is an original Schopp Moonlight & Violins car dating back to 1937. Marshall specializes in collecting antique and historical HO equipment; has quite a few.



MOUNT YOUR AIRHORNS CORRECTLY

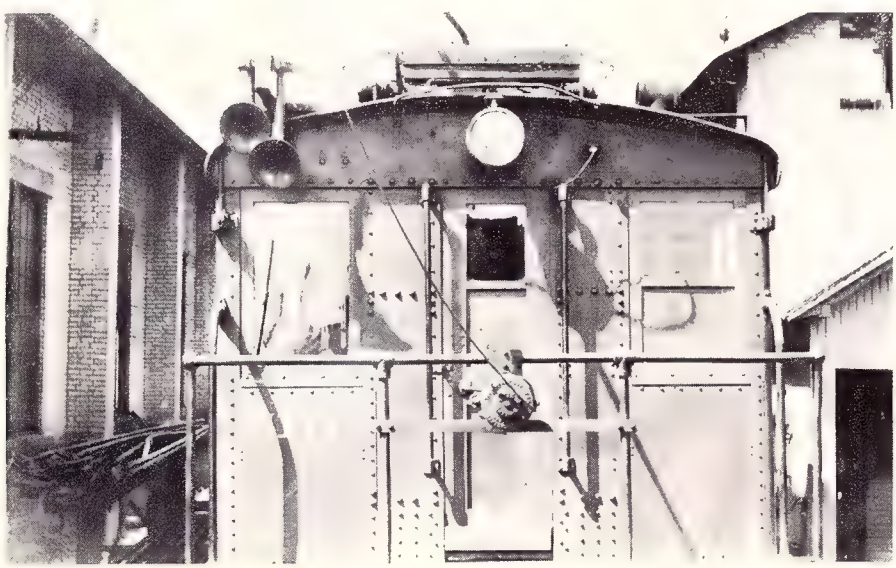
Almost any commercial model can be made more attractive with the addition of extra details. The correct placement of such parts can be made if the modeler knows the prototypes.

by John Kemp

Technical data and photographs from Westinghouse Company.

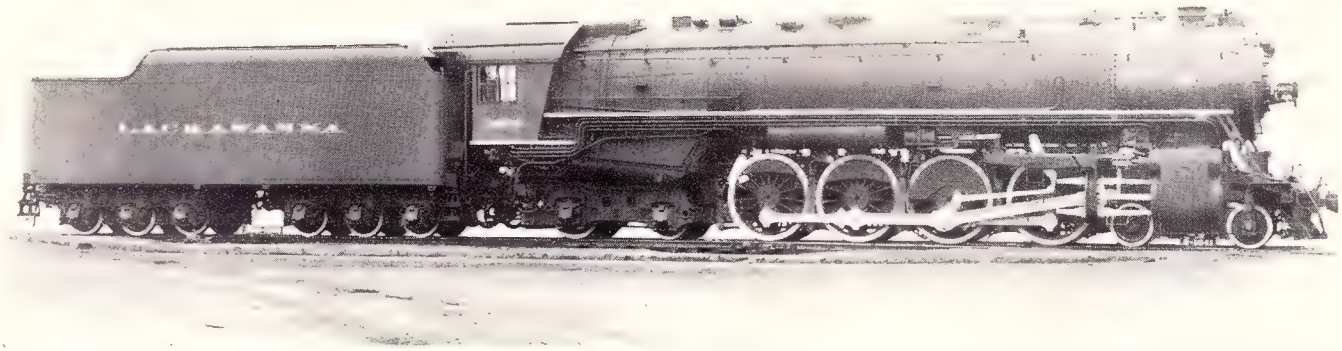
THE pneuphonic horn is a compressed air alarm signal familiar to all model railroad builders. Available in combinations of one, two, three, and four units, it may blast forth with a loud honking noise or with a pleasant melodious blend of tones that sounds so much like the ever pleasing steam locomotive whistle. The decline in use of steam locomotives created a definite need for the chime whistle, illustrated in the large tone above. In Maine, moose would hear the honking diesel horns and run on the tracks, thinking they were hearing the moose mating call!

Some of the better known horns are illustrated at the right. At top is the single horn Westinghouse Form A horn for traction cars which came in both 12 and 16 inch lengths. Below is the two bell pneuphonic horn of 1912 which also came in 12 and 16 inch lengths, and which was also popularly used on ferries, shore warnings, and for other marine purposes. Third is Form AC single bell pneuphonic horn from the 1910 Westinghouse catalog which was available in both 13 or 17 inch lengths. The four horn chime is a less common horn but was also used extensively as a fire alarm and marine warning signal. A study of the various photographs included on these pages will give an indication as to how these horns were mounted.



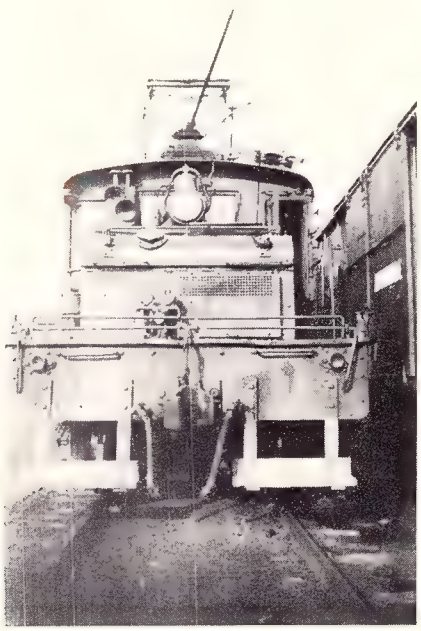
On a box cab electric locomotive where crewmen may walk on platform, air horns are best raised high as possible to clear men, ease ears.

RIGHT TOP TO BOTTOM: Single bell horn for traction, two bell horn for gas or electric cars, one bell horn for gas, four bell horn.



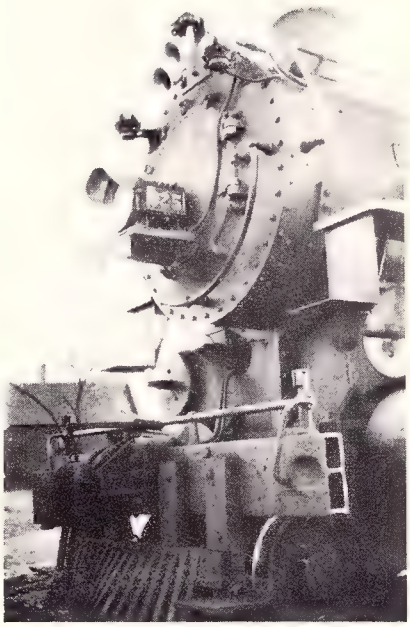
Many steam locomotives sported air horns as on this 1600 series Lackawanna Pocono, where the air horns are mounted just behind the stack.

CENTER RIGHT: This Alco steam locomotive has set of twin pneuphonic horns mounted at top of smoke box front where bell might be.



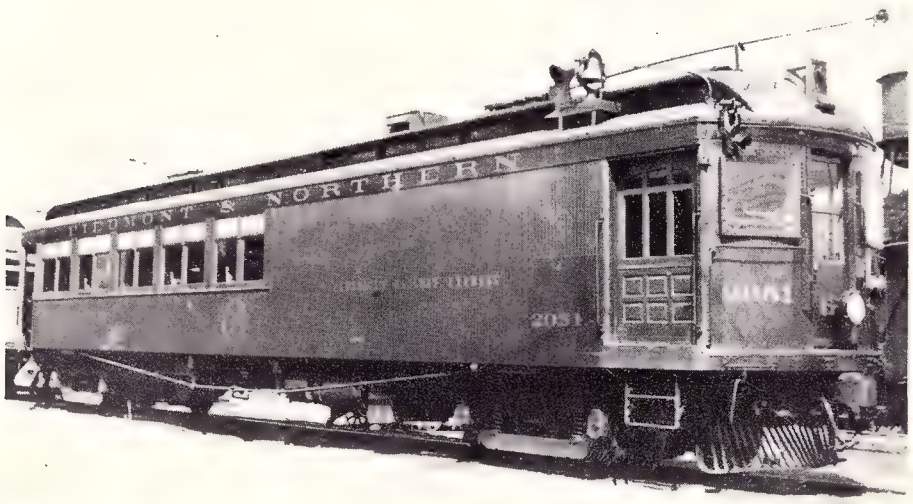
ABOVE: Horns on a steeplecab locomotive can be kept entirely below the roof line where there is less danger of contact with the trolley pole.

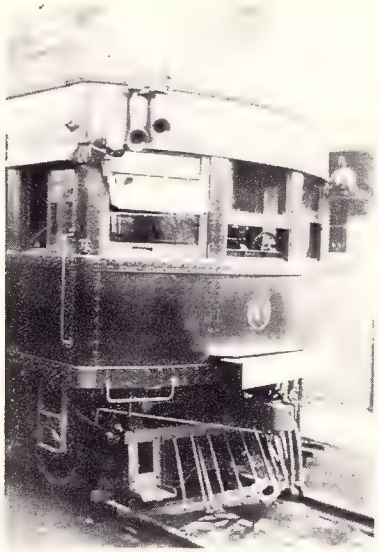
ABOVE: The air horns on this gas electric are mounted simply, just below the roof line. Cars such as this were prelude to diesel of today.



BELOW: Air horn mounting on this gas electric is elevated so as to completely clear grabiron. Car is similar to unit M-1 center picture above.

BELOW: The horn on this Piedmont & Northern interurban are elevated so as to clear front window, providing unobstructed view for motorman.





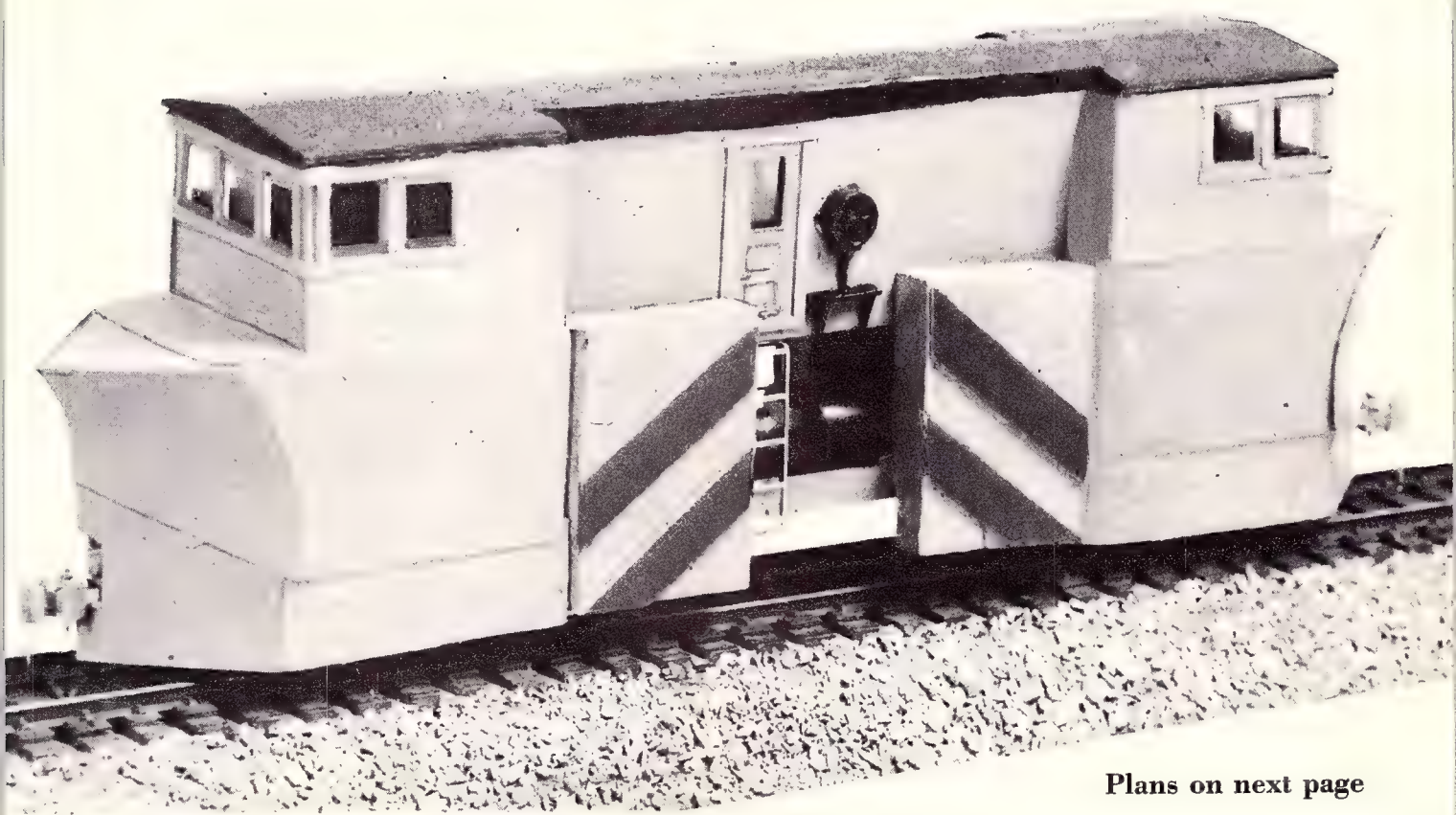
Snow is snow, whether your road operates in the mile high Rockies, the mid-West prairies, or along the Eastern seaboard. Your trains will keep right on schedule if you will start building this modern double ended plow right now.

DOUBLE ENDED WEDGE PLOW

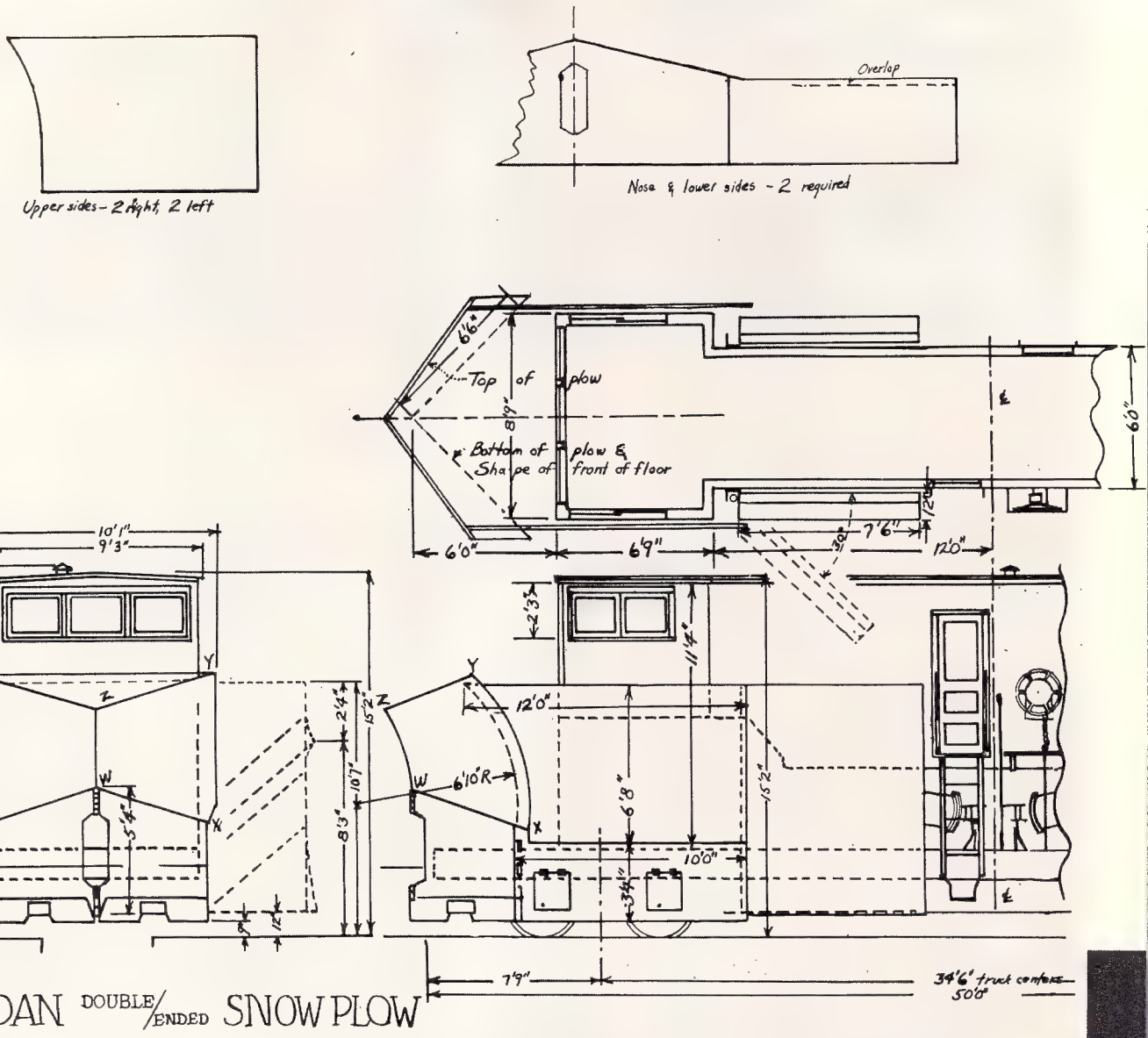
by Bill Schopp

photo by Sam Skean

WITH increasing complete dieselization of the country's railroads, turning facilities suitable for locomotives and snow plows are becoming increasingly scarce. Of course a few are retained for emergency use with end-loading or broken-knuckled cars, yet on many lines you just cannot find a convenient turntable, wye, or reverse loop (balloon) except at terminals. Since the common "garden variety" of wedge plow is single ended, this meant that snow country roads had to retain more turning facilities than they really needed. At least, until the O. F. Jordan company came up with this double ended wedge plow for railroad use. The idea itself is not new since trolley lines have had double ended wedge rotary, and shear plows for years, albeit self-propelled ones. A model of such a plow, besides being a good exercise in both car construction and geometrical constructions, makes an interesting and unusual item to have sitting next to your yards. It cannot fail to excite *some* comment, in fact at least three visitors to my shop, knowing my interest in canals, actually thought at first glance that it was some kind of a canal boat and that



Plans on next page



Plans above are drawn full size for HO gauge and may be photostated to any other scale if desired, for noncommercial purposes only. The model can be built of bristol board or wood. Inside bearing trucks are required if car is to be operated in actual snow removal service.

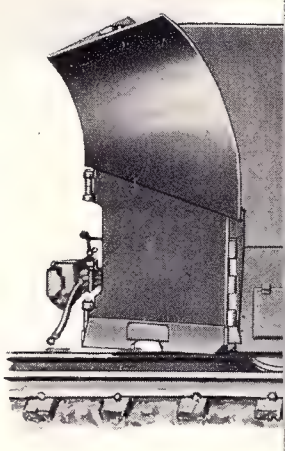


photo by O. F. Jordan Company

Schopp had flipped his lid—at last.

The plans printed here are traced and reduced from official ones furnished by the O. F. Jordan Company, while the prototype photograph furnished by them is an artist's air brush dream, leaving a lot to be desired for the modeler since it must have been made up before the actual plows. The model photograph is by Sam Skean.

Construction begins with the floor, a plain piece of car flooring cut to the shape indicated in the top view, narrow at the waist, and pointed at both ends. Locate and mount trucks and couplers on this, but then remove couplers until noses have been affixed. The body of the car can be cut from cardboard, using dimensions given or scaled from the drawing. Since the center section will be up in the air, above the main car floor, it will need a narrow auxiliary floor. Paint this body, and when it is dry, cement in the windows. Then cement the roof on. I made the mistake of trying to use freight car roofing stock cut down and can tell you as a result, don't do it. Use a piece of cardboard cut to approximate shape, cemented on, then trimmed. The cylinders which push the wings (to be added later) out are bits of dowelling. The "side" of the main floor which can be seen is cardboard. The ladder is ladder stock. The brake wheel is a Varney plastic casting. The plow is rather narrow with its deep skirts so that a standard freight truck will not turn very much. This is o.k. if the plow is just for scenery, but for road use I'd recommend making up special trucks with inside bearings. I used an ancient pair of Mantua "Jiffy" trucks, vintage of 1937, which had stamped brass side-frames.

The plow construction is interesting, at least to someone who likes geometrical constructions. They may be cut out and cemented up of cardboard or made of thin metal and soldered together. I chose cement and cardboard and proceeded as follows, duplicating each process for the second end of the car.

Pattern is given for the "nose & lower sides." The nose of course follows the contour of the nose of the floor. When this has been mounted, you can remount the coupler if you wish. Where the nose sticks above the floor, you mount a triangle which is not shown on the plan. This I will call "bottom of plow" since its real purpose is to reinforce the shape of the plow. This will have two sides 7'6" (scale) and one side the width of your car. You will also require two "top of plow" triangles for reinforcement, with the same width but only 6'6" (scale) other two sides.

I figured out the patterns for the plow parts around an imaginary vertical line running upwards from point W, the lower front edge of the plow. This is shown in "plow development" plan, but is actually not used in the construction. Let's go like you were back in geometry class: (You'll need 2 right, 2 left plow forms and it is easier to do them all at the same time.)

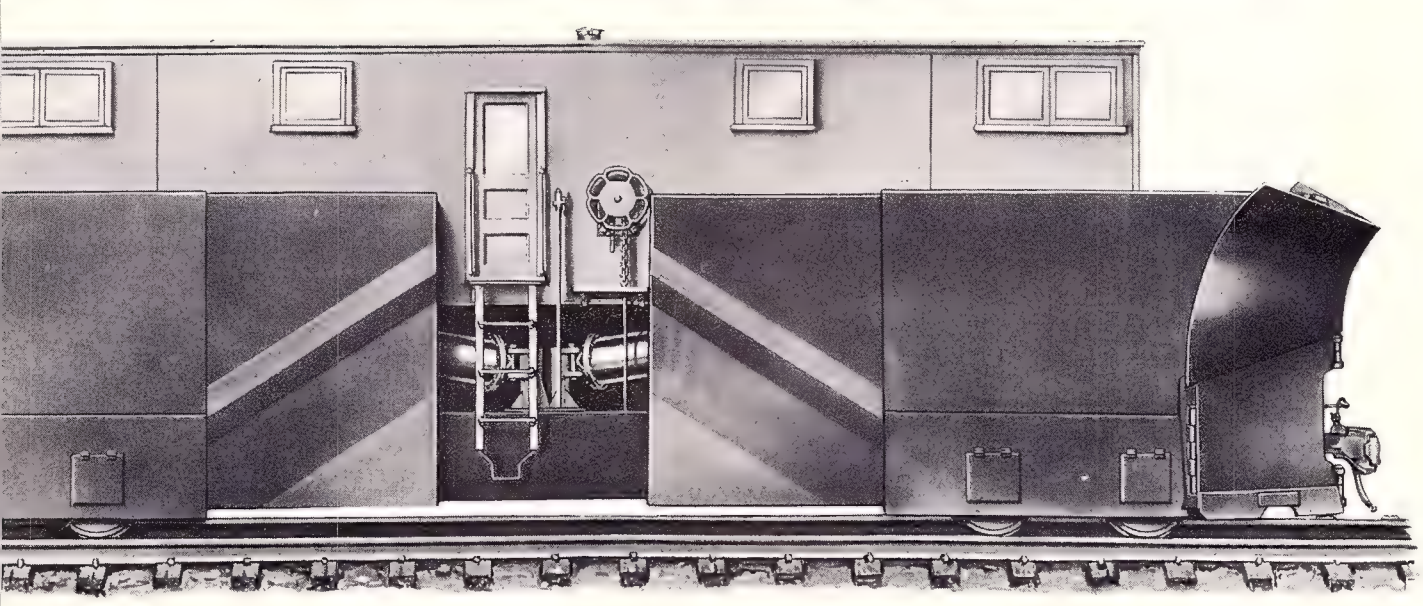
Draw line EF a scale 3'6" above line AB, and CD 1'8" below AB. From a point W on AB swing a 3'8" arc cutting EF at Z. Draw ZW. Erect perpendicular-bisector of ZW, cutting AB at G. Then swing arc ZW with center at G, forming front curve of plow (when flattened). With W as a center, swing 7'6" arc, cutting CD at X. And with X as a center swing 6'10" arc; with Z as a center swing 6'6" arc. These two arcs will intersect at Y. Draw XY, then construct its perpendicular-bisector, which will cut CD at a point such as H. With H as a center, swing arc XY, the curve of the back edge of the plow.

Next make and affix to the sides of the cabs and floor the "upper sides." Then curve the plow pieces with your fingers and cement them to each other at the nose, to the nose, and to the upper sides, being careful that the curved beak at the front stays perpendicular to the floor of the car and the track. Cement in the "top of plow" triangles to maintain shape. There will also be short rectangular filler pieces behind these to the front of the cab.

The wings, which are non-working, are cut from ¼" pine or balsa, covered on the visible sides with paper, then cemented in place. The moldboards which slope up the wings should be shaped, but I just used flat pieces of black cardboard affixed after the wings had been painted. Aside from the scrap of wire for the stove chimney, and journal box openings in the lower sides which were marked on in pencil after painting, that is about all except painting. Pick your own snow-plow colors. Some roads go for a drab color such as box-car red or gray or even black, while others want the plow to be noticed and use a loud red and black or orange and black color scheme.

DOUBLE ENDED WEDGE PLOW

Manufacturer's air brushed rendition of the double ended wedge plow



An ever increasing number of modelers are discovering that trolley modeling offers plenty of thrills with a minimum need of space and money. Kits, parts are plentiful.

by John Leaming

HOW ABOUT TROLLEYS

AN uncommon number of people are interested in model trolleys now that the real ones are passing from the scene. While the number of firms producing model trolley equipment is limited, their lines seem to grow by leaps and bounds so that there is a great variety available. It is even a little past the rumor state that one prominent trolley manufacturer will bring out a motor truck in Standard Gauge (2⅛") that you can mount under old Lionel passenger cars for an outdoor car line! The editors are asked many questions about model trolley operation as they get around among other modelers, several of them being old trolley men, and even more come in the mail. The following is a compendium of the most frequently asked questions.

Is there any prototype for running trolleys on 2-rail track? Hardly any, but something like the Mantua four wheeled car might conceivably be a storage battery car of which there were several lines (we remember one on West St. in New York City).

How do I hang overhead wire? "Ready-hung" overhead systems are available in O gauge from Pittman and in HO from Penna. Scale Models for poles and Hamo for pantagraphs in addition to the Vollmer and Marklin HO catenary systems. While these do for most situations, when you get into complicated trackwork as in city streets or at a barn or terminal the systems break down and you have to hang your own. It is comparatively easy once you get started.

What should I use for masts? The best material for either HO or O is ⅛" brass rod, which can be welding rod since that is fairly easy to obtain. In solid wooden platforms, these masts can be driven into tight holes. However in thin or soft wood platforms, the lower ends should be threaded and nuts run on above and below the table to hold the masts tight. If you are going in for trolleying in a big way, buy a 5-40 die and a gross or so of 5-40 nuts, preferably square for better appearance. Wooden dowels can also be used for masts, but tend to give too much.

Which is preferable, span-wire or bracket construction? (see fig. 1) It depends on the location of the track. If on private right of way or along the edge of the road, brackets are indicated. However in the center of the roadway, in areas of complicated trackwork, and even on some private rights of way, span wire will be better. While span-wire construction requires twice the number of masts, no bracket has to be drilled through or soldered to these masts. Masts used in span-wire construction should be slightly raked away from the track as shown in fig. 1, then when span and pull-offs are tightened up, the masts will be pulled back almost to vertical. If you do not rake your masts, they will be slanting inward toward the track.

What shall I use for contact wire? There is a widespread feeling that nothing but phosphor bronze wire will do, but this is far from the truth. Phosphor bronze, while good, is quite mean to work with because of its spring. The same applies to spring brass wire. Phosphor bronze cable is ideal because its strands have a scrubbing action on the trolley shoe and keep it clean. However, plain copper wire of any gauge from No. 20 on up will do if stretched beforehand to get bends out.

How do I attach the contact wire to the spans or brackets? Our favorite form of hanger is shown in fig. 2. It can be bent up to no special dimensions from the same wire used for the rest of the overhead. The span wire or bracket is first soldered into the inverted V indicated. Then the contact wire is soldered to the *two* tables so indicated. Then the ears, one of which has been left extra long for a handle, can be cut off and bent over at an angle and soldered to the span or bracket. This gives three point anchorage for the hanger itself and two point anchorage for the contact wire, thus greatly minimizing failures in service.

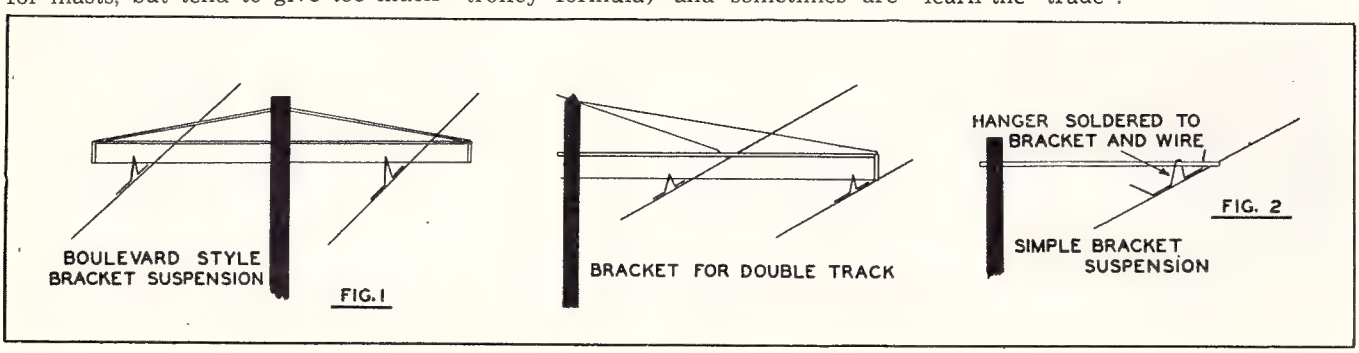
What do I do at switches? Pittman O gauge wire-frogs are also suitable for HO gauge. They should be located about ⅓ the distance from the frog to the point (not the same as the real trolley formula) and sometimes are even located directly over the track frog. Hang the straight wire through the switch first, then cut and insert the wire frog, and hang the branch wire. Slight adjustment may be necessary from time to time. The underside of the wire-frog may be observed for correct passage of the pole with the aid of a small mirror. Of course where pantagraphs are used no wire frog is required, just bring the wires close together.

Can I operate poles and pantagraphs over the same overhead wire? If it is erected with that in mind you can. The Pittman wire frogs have ears on the ends that slope so that a pantagraph is deflected downward enough so it doesn't snag the frog. Outside of that it is a matter of location that is most difficult on sharp curves where for pole trolleys the wire may be inside the inner rail and for pantagraphs it should be nearly over the center of the track.

Would you recommend poles or pantagraphs for operation? If you are just beginning, use whatever comes with the trolleys you buy. This is invariably poles. The pantagraph-equipped units available in either gauge, except the German Hamo tramways, do not have insulated pantagraphs so that they serve best for scenery only.

What about track, where can I get switches with such sharp curves? For open trackwork you can use Atlas No. 3 turnouts, while for city street you can use Hamo switches and crossings and curves which have a radius of 6", suitable for all HO units. O gaugers will find tin-plate wind-up track suitable and quite inexpensive. Scale O gauge cast bronze trolley switches are also manufactured by the R & T Co. It is possible to make your own track and switches.

Do I have to be able to solder to have a model trolley line? Well, with the ready-hung systems of overhead you could get away without soldering, but being able to solder makes all the work so much easier. Soldering wires together is just about the easiest kind of soldering and makes a good place to learn the "trade".



Structures on the South Shasta Lines are doubly interesting because they actually model local industries. Farmers Tractor Company building above is actual scale model of structure shown on bottom page 35.

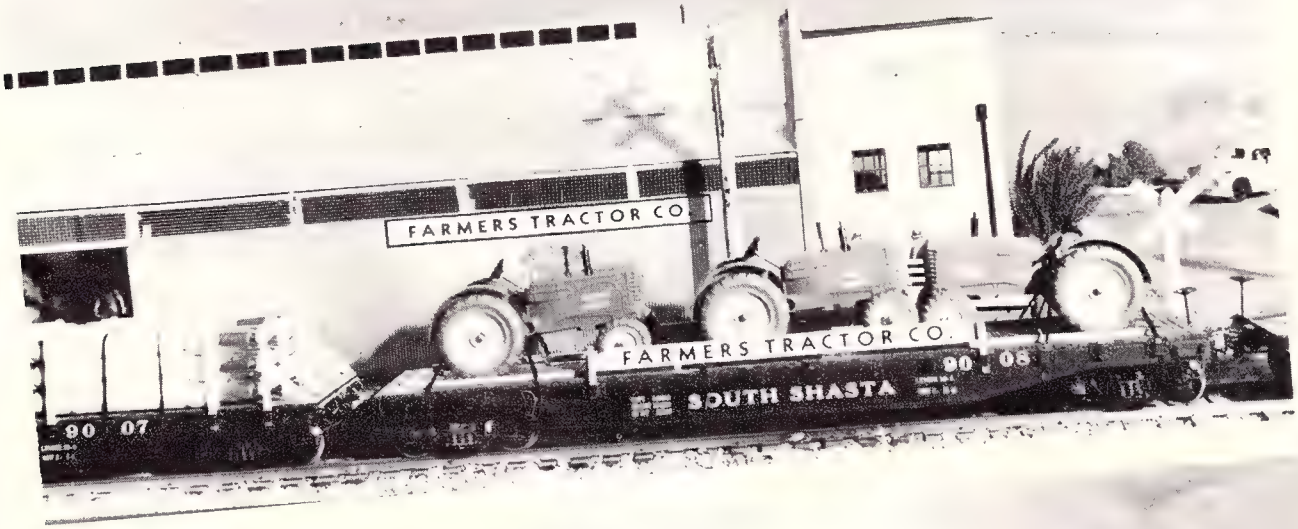
INDUSTRIES ON THE SOUTH SHASTA

HOW many times have you heard 'I would like to get that articulated, those fancy passenger cars, more track, etc., but the Mrs. says no, it costs too much'? If you are one of these, then this article is for you.

Have you ever tried building a replica, in scale, of a certain building in your town or community? If you have, go a step farther. Get acquainted with the owner or manager; show him your railroad and tell him its purpose, and let him see some of your work. Ask him for the blueprints of his building. Make notes of details inside and out and take photos. When you have gained the confidence of the owner, and have shown him you are in earnest about building a replica of his place in exact scale, see if he would like to make a donation toward your project. Some will turn you down cold, but more than likely they will take you up on it. Business establishments do lots of advertising. This is a good way, especially if you have many visitors. Your building may be displayed at fairs, which is good advertisement for both the modeler and the business man. But above all, put time and good work into your project, detail it thoroughly inside and out, and your merchant will be as proud of it as you are.

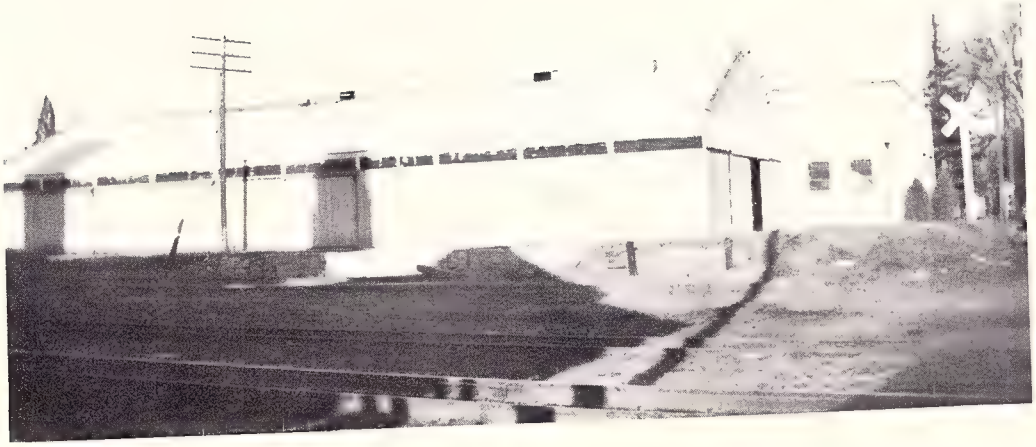
The Farmers Tractor Co. building is built to ¼ inch scale, using the blueprints of the real building which is located in Red Bluff, California. It is completely detailed inside and out. Lights in the show room are flourescent, as seen in one photo, which are a product of Perfection Models. Lights in the shop and warehouse are the ordinary round bulb type. The frame work is pine lumber from E. H. Bessey. Warehouse and shop sides and roof are corrugated aluminum, while the sides of the show room are sheet balsam covered with sandpaper painted to resemble stucco. Sheet balsam also represents concrete in the floors. Windows are the usual heavy cellulose acetate with wood stripping dividing the panes. All doors are made to work. A counter complete with stool and parts man is installed at the rear of the show room. The wall clock is a dime store toy wrist watch. Decals on the building were obtained from the Farmers Co. and fortunately were the correct scale. The raised letters, spelling Farmers Tractor Co, are spaghetti, like for alphabet soup. The letters are dipped in paint to keep the weevils from eating them. The shop contains a scale drill press, lathe, hand tools and workmen actually working on a tractor. A scale hay rake and disk harrow are stored in the implement yard. The yard fence is window screening, with thread dipped in aluminum paint for the top barbed wires. There are many other features too numerous to mention. A careful check on the time spent on this project shows a total of 197 hours. While the donation I received would never compensate me for the time involved, it paid for the material with a substantial sum left over.

The management of the South Shasta Lines not only finds it profitable, but extremely interesting to its visitors. A special show was put on for the public to celebrate the opening of the miniature Farmers Tractor Co. A feature of the show that brougnt out true realism, was an order, placed over the South Shasta intercom, for a car load of tractors, and three car loads of souvenir pencils, by the owner of the real building, Mr. Jack Wing. These cars were delivered in real railroad fashion, as you can see by the photo. The souvenir pencils were, inscribed, Farmers Tractor Co. on one side and South Shasta Lines on the other side, distributed to the people attending the show. 226 people attended two shows, and as a result, prospects for five more buildings—a feed store, two grocery stores, an insurance office and a radio shop. See if you can't boost the freight revenue on your railroad by locating some new industries along your tracks. It's good publicity, too.



ABOVE: Warehouse side of the Farmers Tractor Company building shows how the railroad benefits almost immediately; two flat cars loaded with tractors and souvenir pencils await unloading. Mr. Humann's models stand out because they are clean cut and realistically complete.

BELOW: The model above was built from actual plans of the prototype building below. In modeling such a long structure, some builders may find it necessary to shorten the building to fit their layouts.



SOUTH SHASTA LINES

INDUSTRIE

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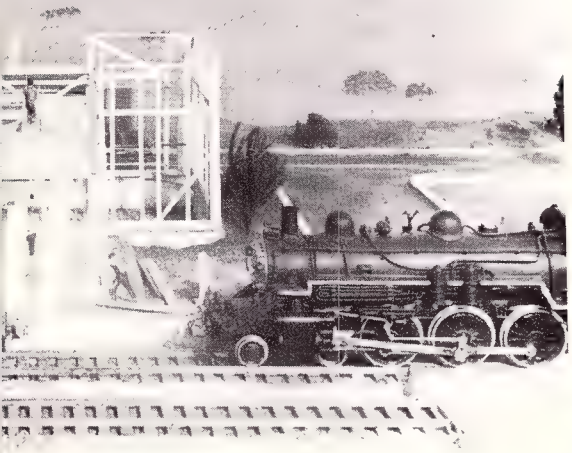
ABOVE: Night scenes always attract attention, especially when they are well executed. Through the windows you can actually see the fluorescent lights used to illuminate the model. Complete interior detailing is necessary when you have large windows and inside lights.



LEFT: The Farmers Tractor Company looked like this while it was under construction. The authentic timber framework is a good example of how detail is carried though on all the miniatures to be found on the South Shasta Lines. Note workmen installing corrugated metal roofing.

BELOW: The prototype of the Farmers Tractor Company is located in Red Bluff, California. Good modeling and good photography combined to make the model photos seem almost as realistic as the prototype.

ON THE
'H SHASTA

by Richard Houghton

SCENERY— California Style

Almost every section of the country has some distinguishing scenery and landmarks which set it apart from other areas. California is no exception; offering much for the alert modeler.

Southern Pacific's San Joaquin Daylight heads east along an arm of San Francisco Bay, hugging the shore in much the same manner as the New York Central along the Hudson River 3000 miles away.

RIGHT: Mid July and northern California's Mount Shasta still has a mantle of snow. Rocks are mostly gray lava with reddish and yellow earth. Trees and shrubs are colored almost every hue of green.

CALIFORNIA can serve as model for any type railroad model—narrow gauge, standard, long line, short line, industrial, lumbering, mining. Its streamliners skirt the ocean shore, roll beside tumbling rivers, across the feet of majestic mountains, through tall forests. Its freight trains serve farmlands, seaports, cross mountain summits or dip to the lowest point in America in the desert beside the Salton Sea.

California is a land of changing colors. It is lush and green in the spring. Lacking summer rains it turns brown over great areas beginning in June, and much to the surprise and disappointment of many tourists it settles into winter without a golden burst of color.

Because its mountain forests are green the year around, and so are its orange groves and most of its cultivated fields—green can predominate in modeled California landscapes. However, green is a color that can easily be overdone by a modeler, and it is well to show patches of reddish or brownish earth for variety. And it is also well to keep in mind that soft, diluted colors should be used everywhere except in the immediate foreground of your miniature landscape. Pastels and bluish tones can give a feeling of distance. Distance is the effect that is wanted in model railroading, where miles of operations may have to be simulated in a few square feet. Green mountains look blue in the distance. Purple shadows of the canyons fade into blue mistiness.

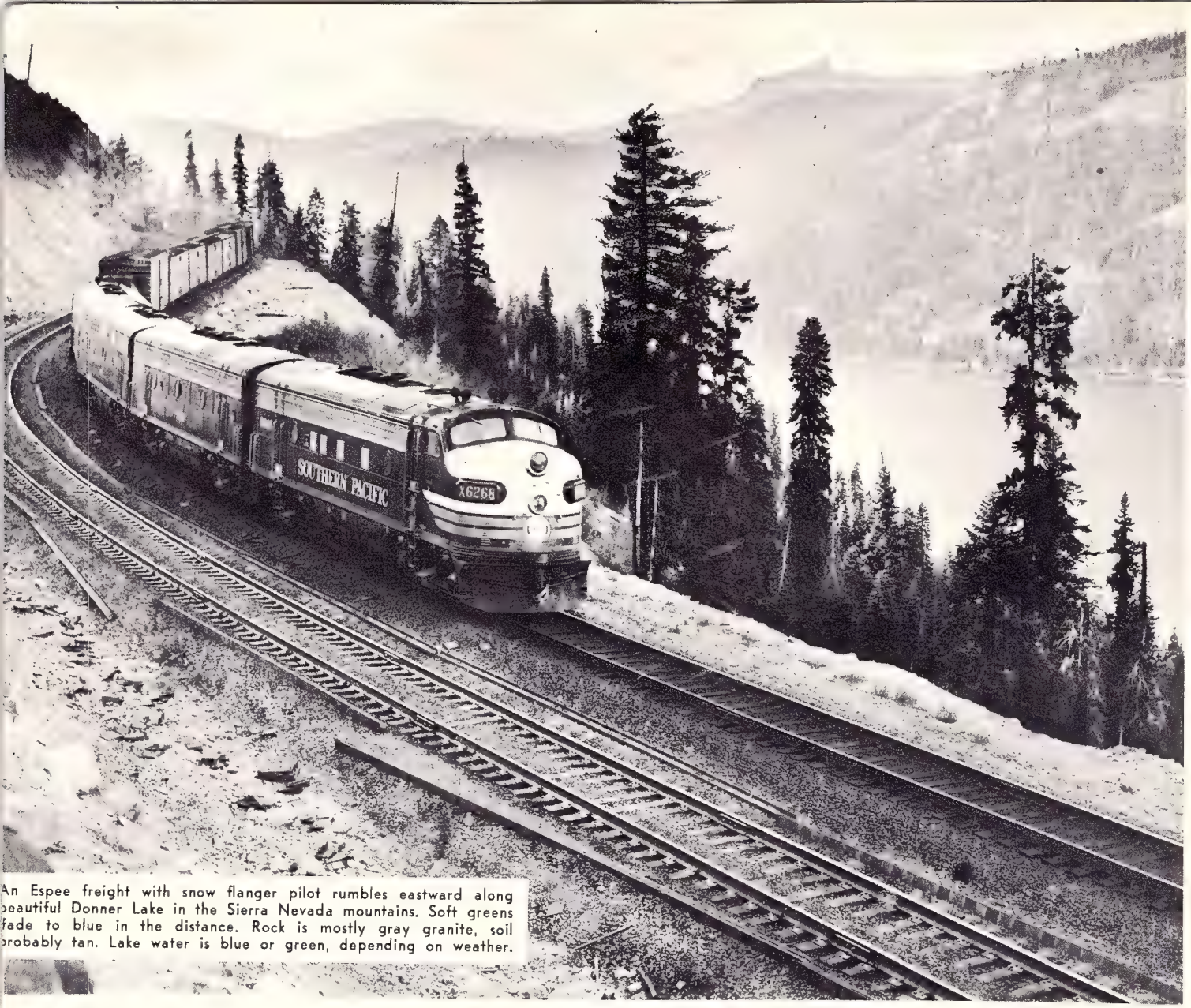
It is also well to keep in mind that there are many shades of green. Dyed sawdust can be used to represent grass, but it should not all be the same green. Sprinkle a little of each of several greens over a given area, with a few flecks of red or yellow to represent wildflowers, and you have a California meadow.

California redwoods are tall symmetrical evergreens—so tall that they usually cannot be modeled to scale. California oaks are mostly evergreens, but on the flats they are gnarled, majestic trees which spread out as much as they go up—or they are scrubby things of grotesque shapes dotting the foothill slopes. Also typical of California landscapes are the tall, long leafed eucalyptus, imported from Australia. They are often planted in rows or groves as windbreaks. Their leaves are bluish, hanging forlornly from limbs that peel their bark in long brown sheets from their smooth whitish wood.

California houses run to pastel shades, and are usually one story, spread out, perhaps with enclosed patio and almost always with a garden. Stucco is a popular finish, easily simulated with texture paint. Terracotta tile roofs are often seen, although the newer homes may be gay with multi-colored shingles. Window and door trim can be bright.

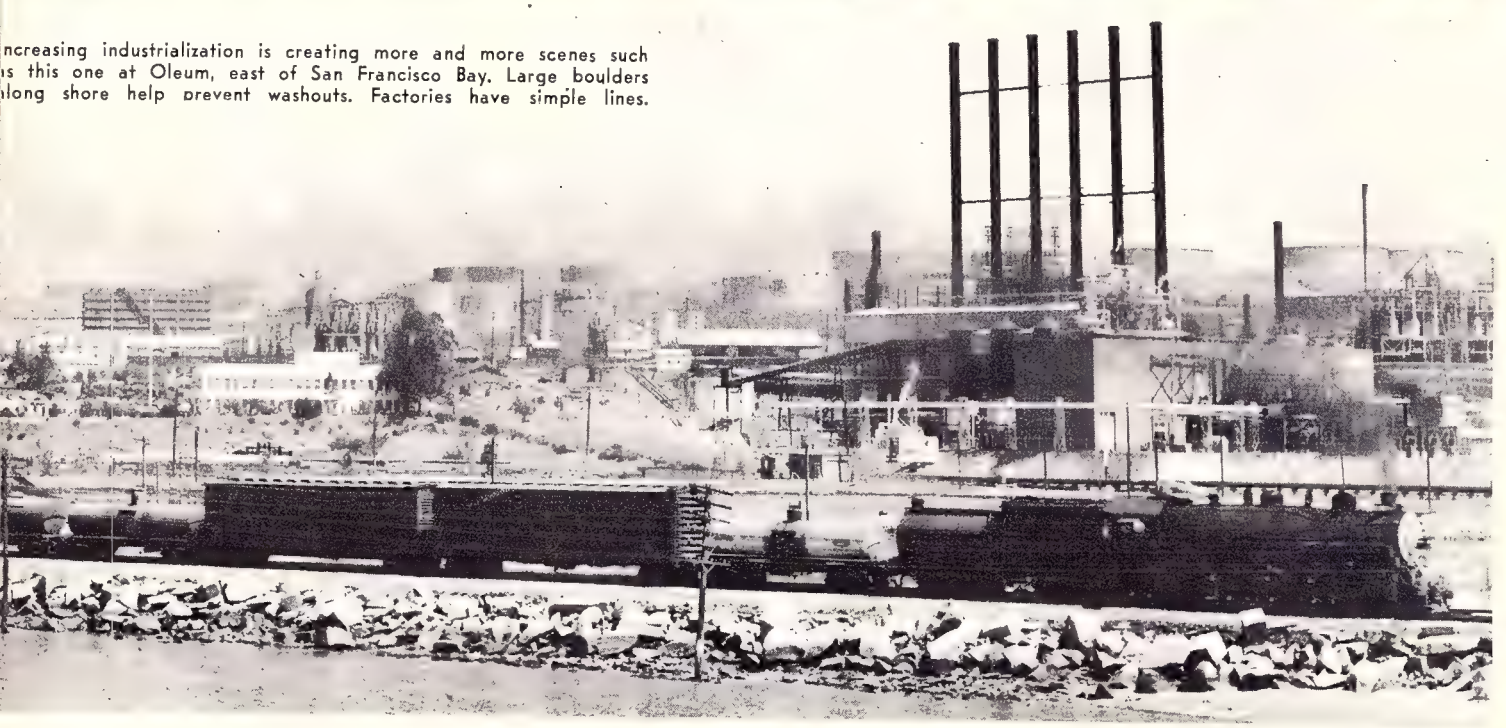
California industrial plants are trending toward one-story structures

California railroads may run for hundreds of miles through flat valleys, or twist up and down grades so difficult that in one spot, the Tehachapi Loop, trains cross their own tails. There are tremendous bridges, miles of snowsheds, long tunnels, horseshoe fills. Whatever you want to model, don't be afraid to do it if California is your prototype.



An Espee freight with snow flanger pilot rumbles eastward along beautiful Donner Lake in the Sierra Nevada mountains. Soft greens fade to blue in the distance. Rock is mostly gray granite, soil probably tan. Lake water is blue or green, depending on weather.

Increasing industrialization is creating more and more scenes such as this one at Oleum, east of San Francisco Bay. Large boulders along shore help prevent washouts. Factories have simple lines.



Brush and tree dotted hills are typical of south Central California, such as here in the Tehachapee Mountains. Hills are snow covered in winter, green and splotched with wildflower colors in spring, dry and yellow and brown in summer. Rocks are gray, umber.

The country is barren desert land where California and Arizona meet at Araz Junction, except for the All American Irrigation Canal. Coloring could be pale reds, tans, and near whites, with purple shadows in distance. Could your road run an all reefer frt?

Farming plays an important part in California's economy and orange groves are a common sight. Here the trains operate in settings that change mile after mile. The colors are as varied as the crops. Soils here range from rich black adobe to light reddish tinged sand.

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by Tim Plate

Filming YOUR PIKE

ONE of the reasons that model railroading is so fascinating is that it actually moves, just like the real thing. We have complete control over everything that the trains do, whether it be switching, backing up, coupling, uncoupling, or any of a dozen other railroad like movements.

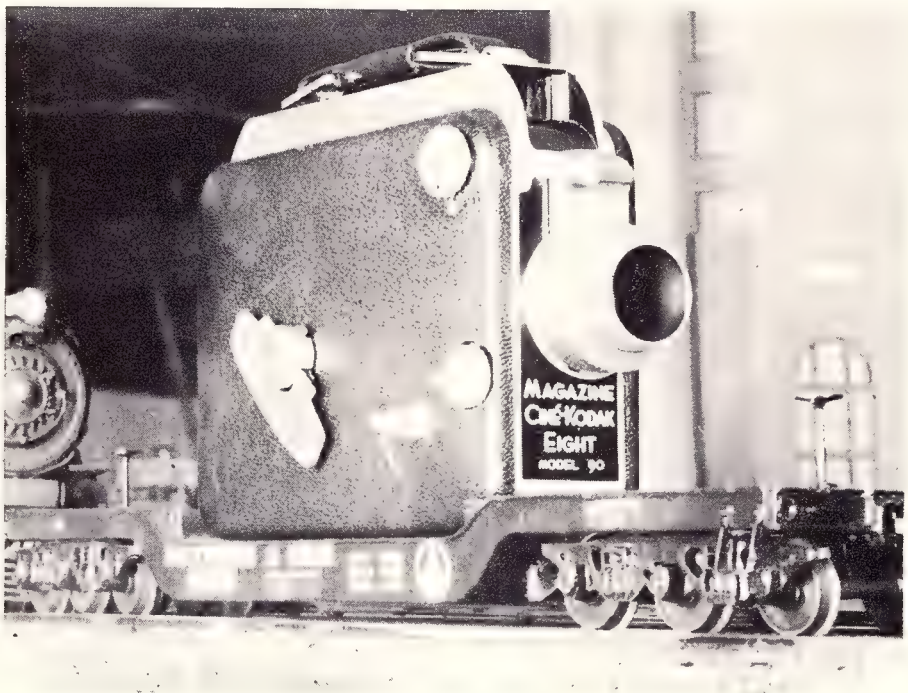
We can tell friends about these things but unless they can come to see the layout in operation, they can't even begin to comprehend just what a real model railroad will do. Oftentimes it is impossible for these friends to see your layout in operation. For example, you might go to a model railroad convention hundreds of miles away from home. Even photographs won't show the many operations possible on your pike, but motion pictures can and in full color, too.

Movies aren't any more difficult to take than ordinary pictures and some people find them even easier to take. Most movie cameras are very simple to operate, especially the smaller 8mm. size which need only be kept wound and at the proper lens opening so that you get correctly exposed film. But more of that later.

Movie Film Sizes

For home use there are two popular sizes, roughly comparable to HO gauge and O gauge. The larger home movie film size is called 16mm and it can be compared to O gauge. It provides the best picture since it is substantially larger, having about four times the picture area of the smaller 8mm movies. However the film costs more and the equipment is larger and more expensive.

8mm movies are the most popular size for ordinary home use whereas 16mm films are used extensively today for industrial, television, and other commercial uses. 8mm film is exactly one half the width of 16mm film, just like HO is roughly one half the size of O gauge. In fact, 8mm film as used in the camera is 16mm. wide and it is run through the movie camera twice, being flipped over the second time through. After processing,



the film is slit down the middle and spliced together.

In choosing between the two sizes, several factors must be taken into consideration. If money is of little object and you want the very best quality picture, choose 16mm. If you think you might have a chance of getting your movies on some local TV station, choose 16mm. However, for average home use, where your movie camera will be used only for railroad, model railroad, and family pictures, you'll find that 8mm film does a terrific job. Color film is very inexpensive, hardly more than good black and white film, and you will be amazed at the wonderfully sharp pictures that even a small Brownie movie camera can give you.

Most 8mm cameras come with a lens which requires no focusing. Such a lens is called a fixed focus camera. Most 16mm lenses require focusing and special lenses for 8mm cameras may also require focusing.

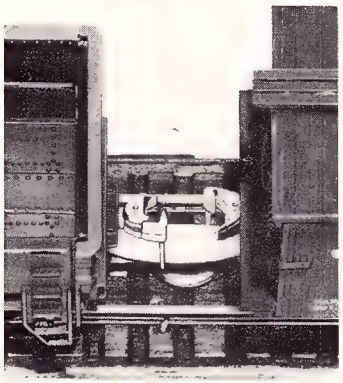
Movies Of Your Railroad

In taking movies of your model railroad we will need several accessories. Most important are the lights and several photoflood reflectors of the clamp on type will hardly dent your budget. A tripod would be helpful, as would a photoelectric light meter. Excellent for taking indoor movies are the light bars which have two or four photoflood lamps mounted thereon and which screw directly to your camera. Without going into the movie hobby too deeply, these items will be all that you need for home movies of your model railroad.

Movies tell a story, or should. When you start a motion picture of your railroad, you should have a definite outline of the various scenes you want to include in your film. A sample *script* is included elsewhere on these pages. You can follow it if you wish or modify it to suit your own conditions. You might wish to show a typical day on your railroad, starting with the locomotive leaving the roundhouse, being fueled, coupling to a train, and then going on its run. Perhaps you'd prefer to show the passing parade of trains on your railroad as taken from some scenic spot on your pike. You can even mount your movie camera on a flat car and run it ahead of your locomotive, as though you were shooting movies while sitting in a diesel cab!

If you have O gauge, or even standard gauge, your problems are few. The larger size of the trains will permit you to get closer, at least in perspective since the trains are larger and so will record as a larger image on your film. You will probably want to take most of your movies as closely as possible. If you have HO gauge, or one of the other small gauges, you may find it desirable to buy an economical closeup lens for your camera so that you can get in closer. Closeup lenses have a drawback in that while they permit you

DROP THAT CAR!



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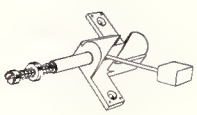

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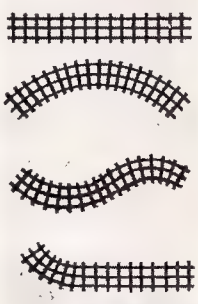

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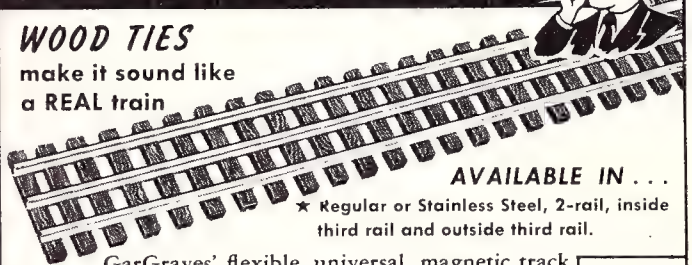

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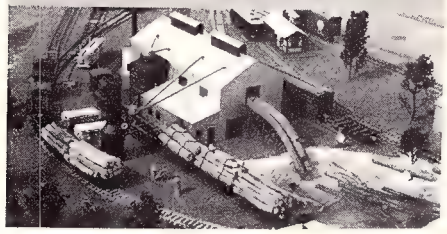

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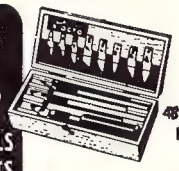

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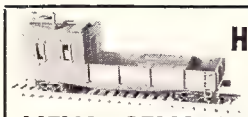

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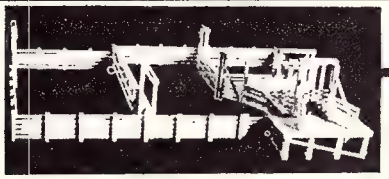

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to get close, they have a very shallow depth of field. Depth of field refers to that part of the picture which is in focus.

One of the highlights of the Train Collectors Association convention which was held at Ed Alexander's tinplate museum in Yardley, Pa., last June, was an excellent motion picture by Elwood Pieper, of New Haven, Conn. Elwood operates a standard gauge layout in the old tradition, typical of such tinplate layouts of the late twenties and early thirties. It's a real operating layout and if you think O gauge is big you should see this one. Anyway, you should have heard the crowd when they saw the scenes which were taken with the camera mounted on a flatcar in front of the engine. You felt like clinging tightly to your seat as the camera took you around sharp curves, through stations and swtiches, past freight cars on sidings, and over crossings. At one point the tracks seemed to converge and everyone thought surely that the two trains would collide but they straightened out and ran parallel. Even 100% scale fans got a tremendous thrill from scenes such as these.

It's easy to take movies from a flatcar. Your camera must be securely fastened to the car and it's best to use a depressed center flat car so as to get your pictures taken from the lowest possible angle and also to clear tunnels and other possible obstructions. There are a number of ways to fasten the camera to the car but we'd recommend attaching a standard camera mounting screw to the floor of the car if possible and then screwing the camera in position. It's essential for movies of train operation that your camera be equipped with a shutter locking device so that the shutter will operate as the train moves along. Not all movie cameras are so equipped. As the train moves along, follow it with your photoflood lights, illuminating the area ahead that is being photographed. Try and keep the lights at the same distance ahead of the train at all times. If you don't keep the illuminating even, your films will be dark and then light, dark and light. Movies with poor illumination are hard to look at and are actually annoying to the viewers.

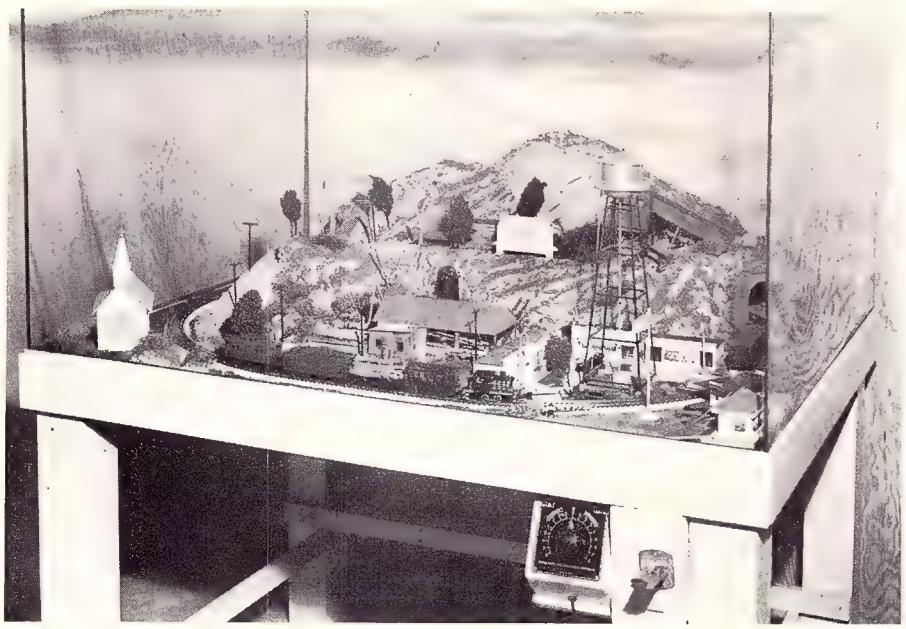
The exposure that you use will depend entirely on the number of lights that you use, the type of lights and reflectors, the distance of lights (not camera) to the subject being photographed, and the speed of the film being used. Directions as to the correct lens opening for any specific condition are given with all makes of film as well as being printed on the photoflood light box. As a general rule, b&w film will be found to be faster.

There is no end to the movie possibilities on your pike. You can build up special cars of very thin wood and have locomotives crash into them. If you operate S or O gauge tinplate, you can show the various operating accessories in operation. Night movies, too, can be very effective. Try it, We think you'll have fun.

SUGGESTED SCRIPT FOR MODEL RAILROAD MOVIE

1—Title
2—Engine in roundhouse, coming out onto turntable.
3—Engine on turntable, turning.
4—Eng. under coaling station or by oiling facilities.
5—Overall scene of terminal area. (distant)
6—Switching engine bringing pass train into terminal.
7—Eng. coupling onto pass. train. Closeup of coupling.
8—Train leaving terminal.
9—Varied scenes of train around layout. (mixed closeup and distant)
10—Train coming into station.
11—Pickup of mail car or Pullman car at Junction (closeup)
12—Arrival of destination
13—Engine going into roundhouse again

SLOT MACHINE R R



Who would waste time with pinball machines and one armed bandits when the same nickel could be used to operate a real HO model pike.

Now a California manufacturer has come up with a coin operated layout which will work for a designated period of time whenever someone sticks in a nickel or dime. Made to HO scale, the layout comes in a 3 ft x 4 ft size as well as in larger sizes. The layout comes completely scenicked and with engine and cars.

The coin operated mechanism is identical to that used in sidewalk rocket ships and airplanes. Insertion of the coin energizes the layout with the operator being able to control speed and direction from a power pack.

The builder, L. K. Knapp, who also operates a Montrose hobby shop, finds the layout just the thing to keep the kibitzers busy when the store is busy. The operating display could also be used as an advertising display by use of billboards and advertising signs on buildings, etc.

TROUBLE SHOOTING

Soldering Small Parts

▶ In soldering together many small parts as on a locomotive, signal bridge, and so on, I have trouble keeping the heat from the joint I am soldering from unsoldering some of the nearby joints. I know you can clamp things together, but that is not always possible, and besides the clamp itself being metal carries away a great deal of heat so that the joint I am trying to solder will not get hot enough. Is there any cure-all for this? —Charles Moyer

ANSWER: There is no cure-all, but there are a number of techniques that can be used and it is up to you to pick the one most suitable for the job. You have already mentioned metal clamps, but also give a thought to wooden clamps which could be wooden inserts in metal jaws or plain wooden spring-type clothes pins. For instance, if you are soldering detail on a boiler that has been built up by wrapping a piece of metal around and soldering it, you can wrap the boiler with wire and twist tight so that even if it does have its solder softened, the boiler will not spring apart.

One wrinkle that helps a lot is to get a little powdered ochre pigment at a hardware or paint store and mix a little of this into a thick paste to be applied over the previously soldered joint. The water dries out when heat is applied nearby, much in the same way as another old remedy, wrapping with wet rags.

A great help in doing close-together soldering is to use a hot iron which is well cleaned and tinned. Then you will have to keep it up against the work for only a minimum of time.

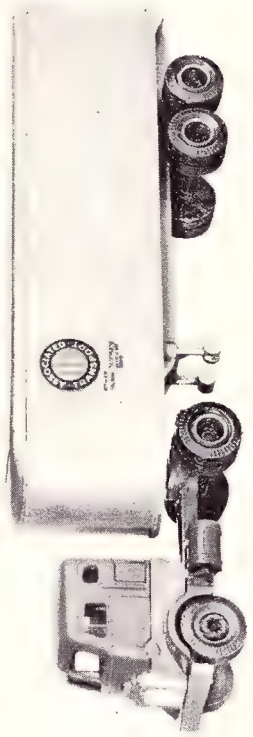
O Gauge Vs Q Gauge

▶ What is the difference between O gauge and Q gauge? —A. Crocker

ANSWER: Both use a scale of ¼" to the foot. However Q gauge has track only 1 3/16" wide instead of 1¼" so as to be closer to a scale 4'8½". For 1¼" wide track to really represent real standard railroad track, you should really use a scale of 17/64" to the foot, and some fellows do who build their own stuff.

HEY MACK!

New Mack Rig — an HO exclusive by ULRICH



A beautiful addition to your HO layout! This brand new Mack truck rig has the accurate styling and beautiful finish you expect in your ULRICH kits. And it's designed with the exclusive ULRICH "screw-together" assembly. The all-metal kit comes with prepainted and lettered trailer, has almost unbelievable detail from treaded wheels to transmission, from engine pan to working bogies. Priced at only $2.50. Buy it from your favorite hobby dealer.

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OFF THE TEST TRACK

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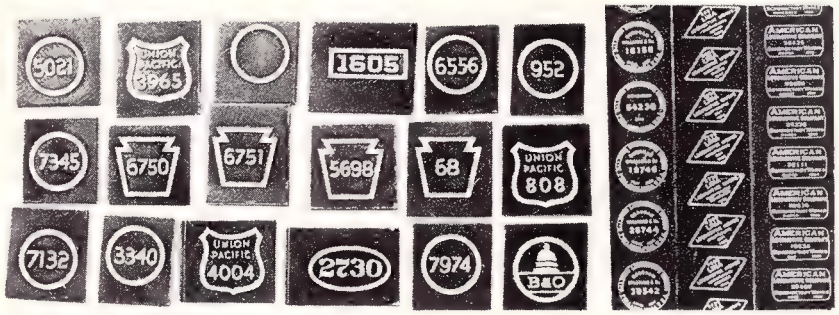

O Gauge Locomotive Parts

It's not often that you can find yourself raving about a part of a locomotive or car but that is just what we're doing about a set of Wesley O gauge locomotive parts which we've been inspecting. These items will dress up any locomotive, regardless of age.

First come a series of five lost wax castings with excellent detail. As with most lost wax castings, these contain no flash or parts that must be filed away. Included in the series are a long three chime whistle, a six chime whistle, Elesco No. 4000 non-lifting injector, a Pyle-National MO-6 generator, and a Worthington hot water pump.

These parts may either be soldered in place or be attached with screws. The chime whistles contain lugs for easy insertion into a hole drilled in the boiler.

Also available from Wesley are a series of builders plates and number plates. Builders plates are available for Alco Schenectady, Baldwin and Baldwin-Burnham Williams, and the Lima Locomotive Works. Number plates are available for PRR Nos. 68, 962, 5698, 6450, 6750, and 6751. Others include UP 808, 4004, and 3965, B&O (numberless) and also circular plates suitable for many roads with numbers 952, 1961, 4075, 6556, 7132, 3340, 6209, 7345, 7227, and 5021. There are also several rectangular and oval plates as well as a numberless circular plate. The plates are etched in heavy brass and have brass details on a black oxidized background. Prices and further details from the manufacturer, Wesley Mfg. Company, 6045 Allott Ave., Van Nuys, California.

Shoreline Interurban Car, HO

Another new HO traction car is now offered by ETM for HO gauge. The body of this car is made of four lead base castings, factory assembled with solder. Additional weight is added with a cast floor having integrally cast underbody detail and also a cast roof containing vents. As delivered from the manufacturer, the car is ready to run on two rail track without any further work.

The castings used in ETM kits, as mentioned, are lead base castings which solder easily. Care must be taken not to touch the soldering iron to the outside of the castings or you will melt the metal. Similarly, care must be taken not to use too hot an iron on the inside of the car. Since the car is factory assembled, there is no need for the average modeler to do any soldering on the unit. Repairs or extra detail can be added by using model cement.

The car comes unpainted and any brand of paint will adhere firmly to the lead castings. The car may be painted for Shoreline or Connecticut Co. 200 series. Similar cars were also used by other companies.

The manufacturer is presently supplying Baker power trucks with the cars. Incidently, the manufacturer offers a number of other kits as well as a complete line of trolley car parts and castings, all for HO gauge. Kit No. 4, ready to run, price $16.50. Manufactured by Eastern Traction Models, Pine Hill Terrace, Stamford, Conn.

Mack Cab Over Engine Tractor-Trailer

Ulrich's latest HO scale highway boxcar is a Cab Over Engine (COE) Mack tractor with trailer and has typical Ulrich construction. Actually, four screws hold the entire unit together, along with two small pieces of wire. Total assembly time including removal of flash should be well under thirty minutes.

As with most metal kits, construction is started by cleaning the castings of flash. A small jewelers file will do this job best, since some of the parts to be cleaned can only be reached with a jewelers file. The two parts of the cab are then screwed together with a self tapping screw. The cab is then mounted to the chassis, the front wheel assembly is dropped in place, and the three parts held together permanently with a clip fastened with a self tapping screw. The universal and transmission is then mounted on the rear axle, and mounted in place with two small pieces of wire. The loose wheel may keep working loose on the axle in which case it will be necessary to use a drop of cement on the axle or flatten the axle, thus widening it somewhat so that the wheel is a force fit. The cab should be painted before assembly. Our model was left in it's natural color.

A large screw holds the roof to the trailer and the dummy front trailer wheels are a force fit. The rear wheels are mounted in an actual sprung bogie. Here again it may be necessary to cement the loose wheels in place or flatten the wire so that the wheel is a force fit.

The trailer comes prepainted and lettered for the following trucking firms: Kit 2V1, Riss; Kit 2V2 Mid-States (illustrated); Kit 2V3 Associated Transport. Kit price $2.50, available through dealers only. Mfd. by C. J. Ulrich Co., 4233 Babcock, North Hollywood, Calif.

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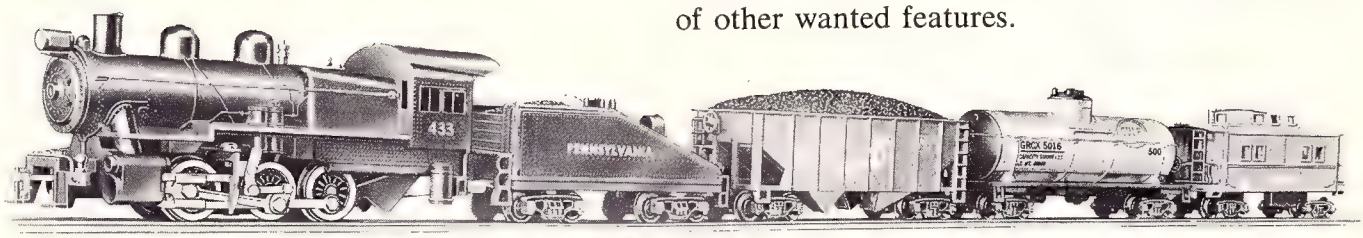

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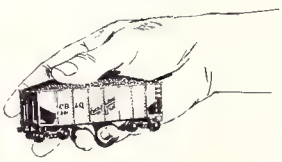

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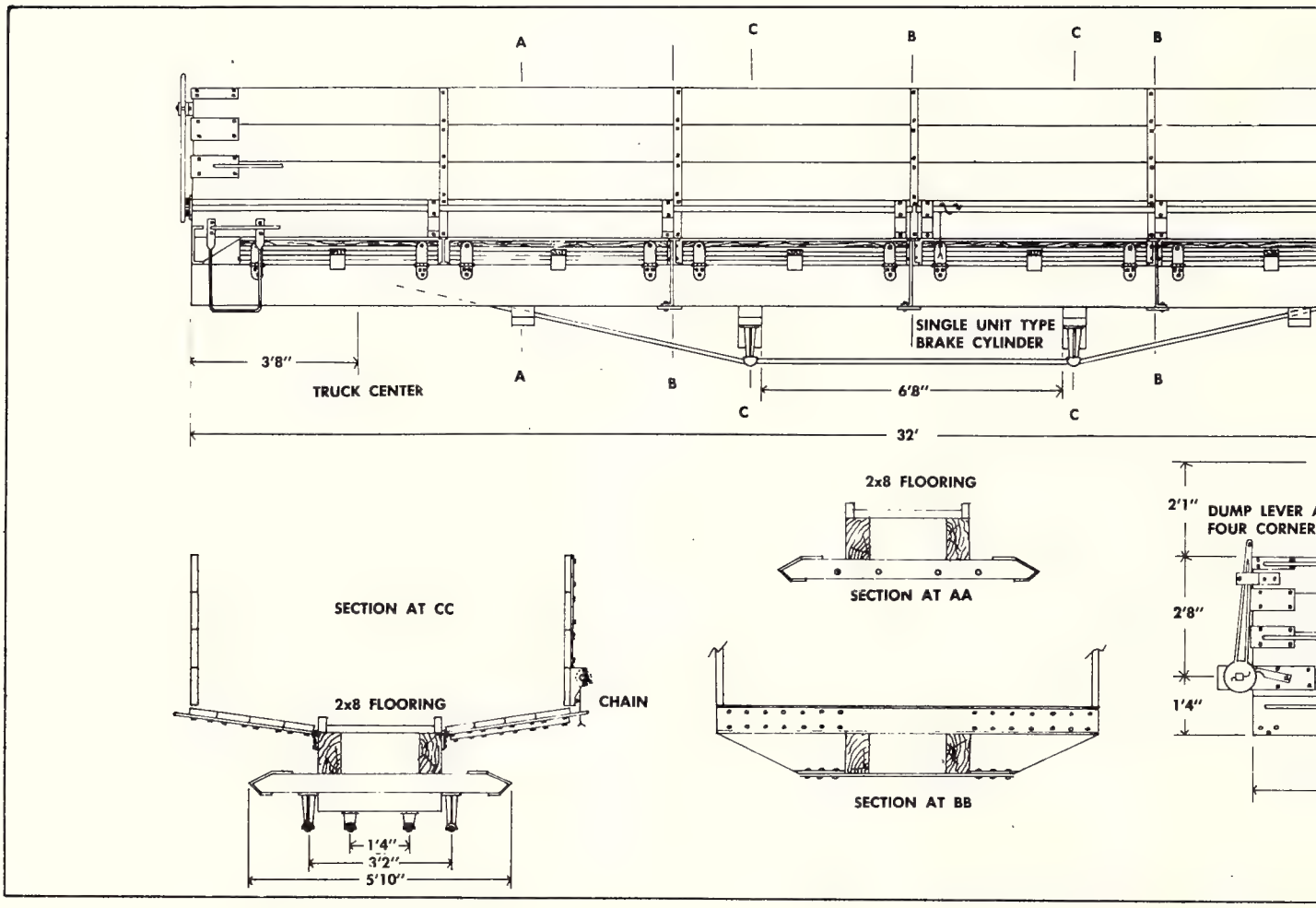
DUMP BOTTOM GONDOLA

Scale On3 – ¼" = 1'

The D&RGW still had a number of these dump bottom gondola cars listed in its 1951 equipment roster, bearing numbers 700 to 899. Undoubtedly, a number of these cars have been scrapped or wrecked. Trucks are typical D&RGW short archbar type. The single unit type brake reservoir and cylinder is mounted on the underframe in the middle of the car, taken lengthwise. Use precision wood in constructing the car.



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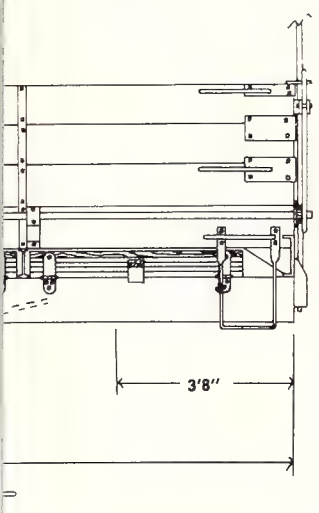
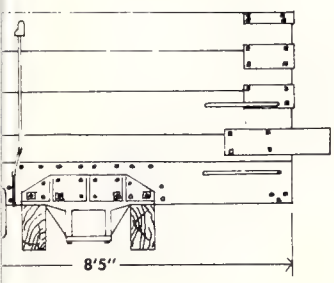
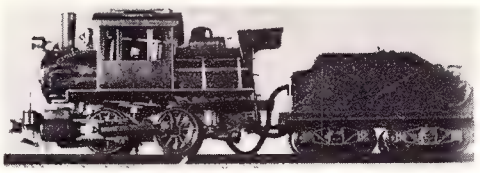
Drawn Especially For
RAILROAD
MODEL CRAFTSMAN
by R. S. Polkinghorn





A FEW HO BEAUTIES — *NO PLASTICS*



Here's a CUTEY (0-4-0) MOTHER HUBBARD with slope back tender only $15.00

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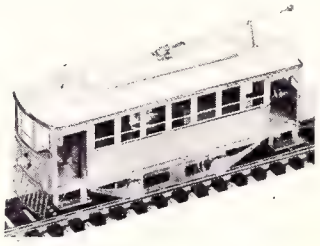

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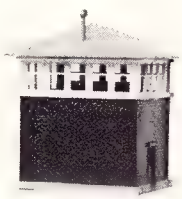

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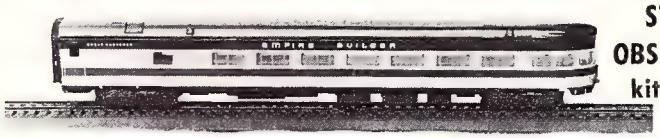

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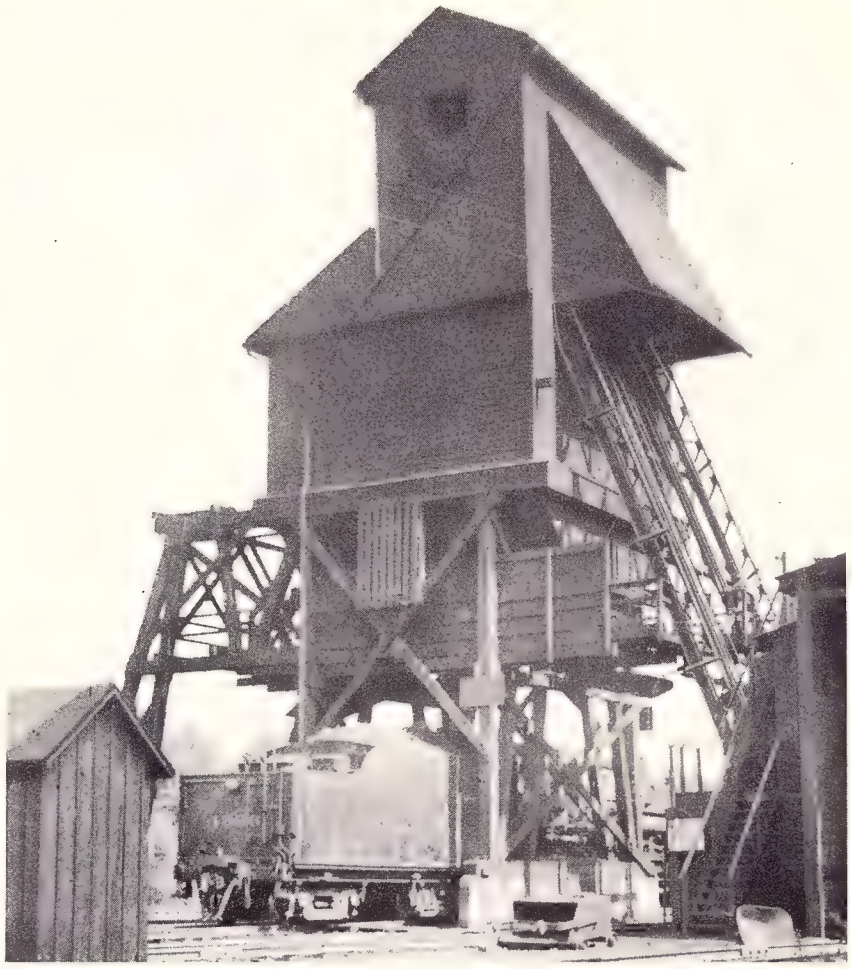

NYC Coaling Station

THE coaling station at Brewster, New York, on the New York Central is an example of the type of structure which the real railroads are eliminating as they complete their dieselization program. Nevertheless these structures add to the interest of a model pike, even if we operate 100% with diesel power. A model of this structure can be built up from cardboard and stripwood. The tell-tales strung across the tracks are a detail which many modelers forget, as is also true of the unloading shed. Other details forgotten by many modelers are the lights mounted high on the telegraph pole as well as on the tower itself. The heavy timber bracing on the tower seems to indicate strengthening subsequent to its construction.

BUDD

Kurtz Kraft

HO SCALE

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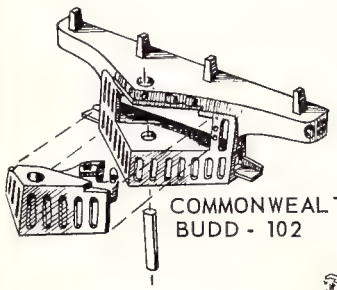
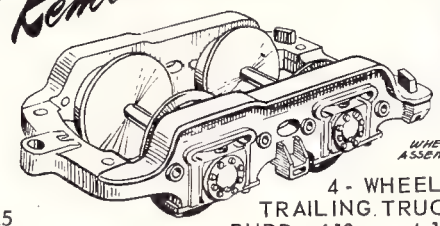
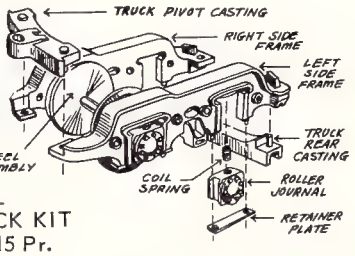


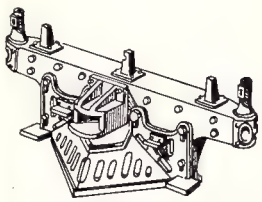
COMMONWEALTH PILOT
BUDD - 102 1.25 Ea.

LOCO SPRING DETAIL
BUDD - 225
.45 Pr.

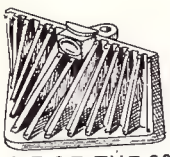


4 - WHEEL TRAILING TRUCK KIT
BUDD - 610 4.15 Pr.

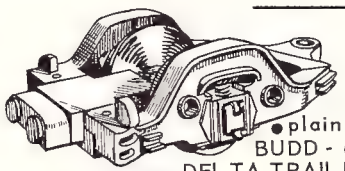




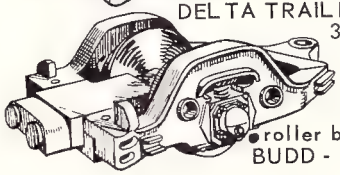
BELLE OF THE 80'S PILOT
BUDD - 104 1.00 Ea.



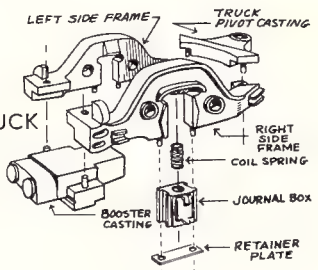
AMERICAN PRESSED STEEL PILOT
BUDD - 103 1.00 Ea.

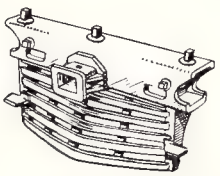


• plain bearing
BUDD - 650P
DELTA TRAILING TRUCK
3.95 Pr.
roller or plain

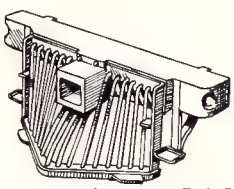


• roller bearing
BUDD - 650R

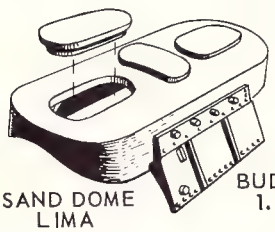




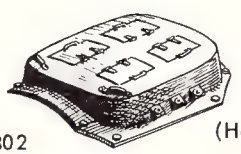
PENNSY PILOT
BUDD- 105 1.00 Ea.



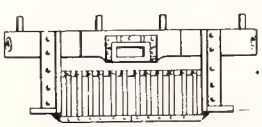
SANTA FE PILOT
BUDD - 106 1.50 Ea.



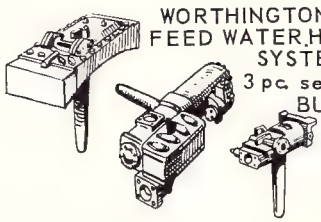
SAND DOME LIMA
BUDD - 302
1.50 Ea.



SAND DOME BALDWIN
BUDD - 301
1.35 Ea.
(Hatches operate)



STANDARD PILOT
BUDD - 101 1.00 Ea.



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BUDD - 401
1.15 Set

POP VALVE CLUSTER
BUDD - 450
.60 Ea.

STEAM DOME
BUDD - 460
.60 Ea.

PLAIN SMOKE STACK
BUDD - 205
.75 Ea.

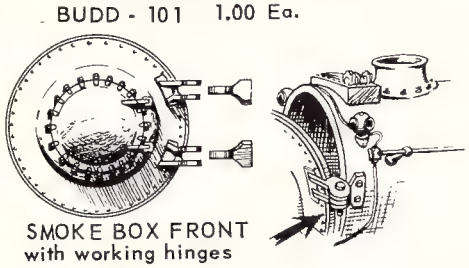
LOCO STEP
BUDD - 507
.75 Pr.

MAIN RODS
BUDD-501B .60 Pr.

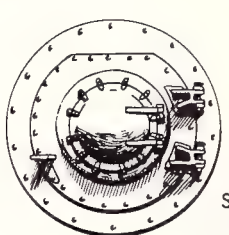
MAIN RODS
BUDD-503 .60 Pr.

MAIN RODS
BUDD-502 .60 Pr.

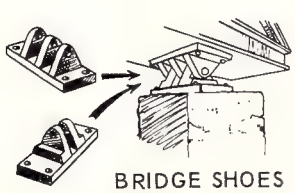
SIDE ROD SET
BUDD-501A 1.80 Set



SMOKE BOX FRONT
with working hinges
BUDD - 250 1.00 Ea.



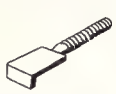
SANTA FE SMOKE BOX FRONT
BUDD - 251 1.00 Ea.



BRIDGE SHOES
BUDD - 1100
.45 Pr.

SMOKE STACK
BUDD - 201 .75 Ea.

HEAD LIGHT
BUDD - 210
.85 Ea.



HEAD LIGHT BRACKET
BUDD - 210A
.25 Ea.

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Open Platforms

▶ I like to run old time equipment on my pike but do not know much about it. However notice that on the old open platform passenger train cars there are end platforms on the baggage and mail cars also. Why is this? Surely the trainmen can use the end doors via the platform of the next car and the mail clerks etc. can use side doors.
—Fred Moorhouse, Miami, Fla.

ANSWER: You are quite right, but the railroads did it to keep cars uniform in appearance. We've even seen an open platform on cars with a blind (i.e. no door) end as a mail car. However, as cars went through the shops the open platforms on baggage type cars were often cut off (roof cut off accordingly) or filled in to make the body itself more capacious. Sometimes on a combine the platform was eventually on the passenger end only.

This brings to mind another interesting subject, vestibule doors on the baggage end of a combine. Many roads do not have them but the Reading and Jersey Central (to name 2 lines) do.

Insulated Rail Joiners

▶ Is it absolutely necessary to use insulated rail joiners where you have to have "gaps" for 2-rail on a model pike? Why not leave just a short gap in the rail?
—Philip Winski, Detroit, Mich.

ANSWER: You may simply have a "gap" about 1/32" long and kept well lined up with plenty of spikes. However this is not only apt to come out of line, but work on track down the line as well as a change in the weather may close it up causing a short circuit. The insulated rail joiners have a little spacer in them to prevent the rails from butting against each other.

Wooden Ties for Tinplate

▶ I plan on relaying my Lionel track on wooden ties for added realism. Will you please tell me what is the correct size wood to use?
—V. Tintagli, St. Louis, Mo.

ANSWER: If you will be retaining the present metal ties and just filling in between them, use ¼" x ½" or ¼" x ¾" wood. If you are replacing the metal ties with wooden ones too, use ¼" square wood. For the latter you must use strip-wood other than balsa, but if the metal ties still carry the strain, balsa may be used. Paint wood before using. Put in place with HO gauge spikes unless you are fastening down permanently.

Before getting involved in such a project as this, consider the various flexible ready-laid tracks on the market in O gauge such as Gargrave or Bob Peare . . . Or build up your own out of solid brass rail and the same wooden ties you would have spiked down anyhow. If realism is your aim, this would be the thing to do provided you could make a permanent layout.

Saw Breakage

▶ In attempting to learn to use the jewelers' saw I have broken a great many blades, so many that I have been made almost bankrupt buying new ones. Can you suggest what might be wrong? —Andrew Collins, Union City, N. J.

ANSWER: These fine little blades won't last forever. If they did they would be dull and wouldn't cut. Here are some causes of blade breakage:

(1) Blade slips loose from clamp at one end, doubles up and snaps;
(2) Tension arrangement on back slips, resulting in twisting of blade;
(3) Trying to turn a corner sharply without "backing and filling" to get around.
(4) Trying to cut too fast through thick or clogging material;
(5) Any jamming of the saw such as trying to start a coarser saw through a cut started by a finer one.
(6) Saw blade put in backwards —should cut on the pulling stroke.
(7) Wrong fineness of blade. A coarse blade will snag easily in cutting thin material. A fine blade will clog easily and jam up in thick material.

Short Pins

▶ Where can one buy the short "dressmakers" pins such as used to be furnished with the Midlin cork roadbed track? They are about half the length of ordinary straight pins.
—Charles Marozzi, Yonkers, N. Y.

ANSWER: We've bought them in the five and ten since they do not seem to be carried by any hobby stores. They are more expensive than regular pins. Other possible sources of supply are notions counters in department stores, and sewing machine salesrooms.

Broken Off Screw

▶ How can I remove the broken off end of a screw from a set of locomotive drivers in HO gauge? —E. J. Hunnicut, Baltimore, Md.

ANSWER: Simplest thing if you are not handy is a new pair of wheels. Otherwise sometimes you can work it out with a fine pick if not jammed too tight. A brass screw may be drilled out if you first mash end flat and center-punch so you can drill straight through. Otherwise try punching it out. This will ruin the threads, so put a speck of Sal-Met flux in hole, a few bits of solder, and heat so solder fills hole. Redrill No. 56 and retap 0-80.

Slowing Up

▶ My HO steam engine runs fine forward. It also runs fine in reverse for a minute or so and then gradually slows up, drawing more amperes on the meter, until it stalls. A shot of forward polarity will let it run freely forward again and once again I can reverse it—until it stalls again.

I have had several experts look at this engine and it still does the same thing. The mechanism seems quite free when tested separately and so does the motor. The mesh of the worm and gear seems satisfactory.

—Elwood Nelson, San Francisco, Calif.

ANSWER: Free running in one direction then stalling after momentary motion in the other direction often boils down to one crank-pin screw which tightens itself up by the motion of the rods. Motion of the wheels and rods the other way loosens it again, not enough to drop out but enough to permit free running. When the engine has stalled check the freedom of the rods on the crankpins and you probably will find one is too tight. Use a longer screw or recess the hole in the rod a little to give freedom of motion. This might not show up in simply pushing the mechanism minus the motor since the movement would not be as vigorous.

Working in S Gauge

▶ How can I change dimensions given for O gauge trackwork, as by Frank Ellison in Dec. '53 RMC, to S gauge? —John A. Mowery

ANSWER: Multiply the O gauge track dimensions by the ratio of S gauge to O gauge. This is

$$\frac{\text{S gauge}}{\text{O gauge}} = \frac{⅞"}{1¼"} = \frac{⅞"}{5/4"} = ⅞ \times 5/4 = 7/10.$$

Multiply O gauge track dimensions by 7/10 to get S gauge track measurements. However for buildings and cars, your ratio is that of the *scales*, not the gauges, or 3/16: ¼=¾. That is every measurement of an S gauge car, engine, etc. should be ¾ that of a similar O gauge model.

Permag Motors on AC

▶ I am a beginner in HO gauge and in hooking up my Lionel transformer to the HO gauge loop for the first time, all I could hear was a noise like gears stripping and then the motor began to smoke. What is wrong?

—A. Schmidt, Brooklyn, N. Y.

ANSWER: Never run HO trains, or any kind of trains having permanent magnet motors on AC current. If you want to use your old transformer, you can do so but you must first hook in a rectifier to convert your AC current to DC. Alternating current will cause a permanent magnet motor to burn out, since the motor will try to operate in the direction of the current flow. And since the AC current is constantly going back and forth, it's just too much for your motor to take. AC motors will operate on DC although you may have to make provision for reversing.

Long Cabs and Sharp Curves

▶ My space is limited so I must keep my curves under 18 inches in radius. However, I like long passenger cars and wonder if I will be able to operate them on my layout. A friend tells me that they won't work on sharp curves.

—Max Emory, Coffeeville, Kan.

ANSWER: Eighty foot passenger cars are best operated on at least 24 inch curves and we heartily recommend the use of even 30 or 36 inch radii. On such curves, long cars are especially attractive and have a minimum of overhang. Coupler bind is also minimized on the larger curves. With 18 inch curves, it would be best to stick with freight cars and the shorty passenger cars, many of which are completely authentic and most of which look good.

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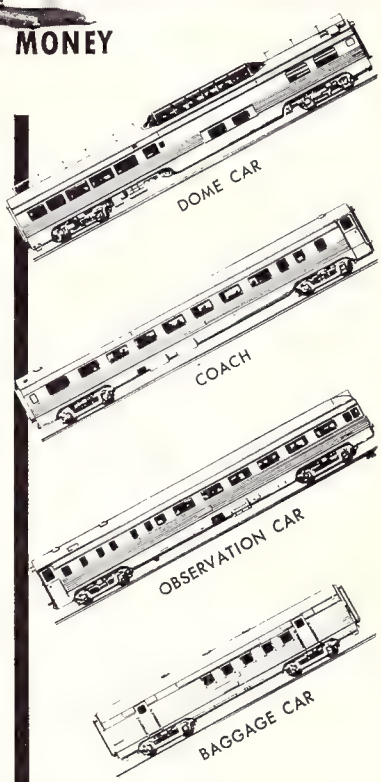

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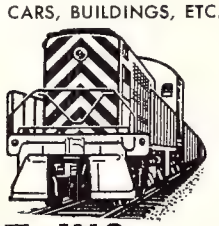

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A free trading service open to all readers. Non-commercial items sent are published free and in good faith. RMC can assume no responsibility for differences occurring between reader and advertiser. Make sure that you understand all details of trades before concluding negotiations. Items submitted to this column must be kept short, printed clearly, abbreviate where possible. Priority will always be given those sending in ads not more often than once every 3 months. We cannot repeat ads and we reserve the right to reject those we feel are objectionable or beyond the scope of this free service. Ads longer than 45 words in length will be edited or returned to sender for shortening. Send your ads to: Swapper's Column, Railroad Model Craftsman, Ramsey, N. J.

WANTED: Std. No. 1 and No. 2 ga. trains and trolley cars. Ives 17" pass. Lionel 412-413-414-416 in brown. Voltamp locos and trolleys. G. Smith, 651 W. 137 Pl., Hawthorne, Calif.

FOR SALE OR TRADE: Scale model Dinky toys suitable for S or O ga. in exchange for HO equip. List for stamped envelope. J. Farris, 43-07 162 St., Flushing 58, N. Y.

FOR SALE: 11 Lionel 64 series O ga. box cars, new, $3.00 each F.O.B. Great Falls, Mont. H. M. Nelson, 512 2nd Av. North, Great Falls, Mont.

SELL OR TRADE: Old studio camera and equip. for Lionel O or 027 ga. engine or pass. cars. D. E. Soule, 5 Belmont St., Amesbury, Mass.

FOR SALE: Lionel N.Y.C. B unit never used, $5.00. Lloyd Herring, 1447 Wilson S.W. R.F.D. No. 5, Grand Rapids, Mich.

PASSES EXCHANGED OR TRADED: The Young Route. R. W. Young, 217 Avondale Drive, Akron 13, Ohio.

FOR SALE: 2 155 radio tubes slightly used $1.00 ea., 154 radio tube new $2.00, telegraph key $3.00, used headphones, fair cond. $4. W. R. Sandman, 969 Mitchen Ave., Hillsboro, Wisc.

FOR SALE OR TRADE: For HO equip. AF S gauge Hudson, Rocket diesel, 190 w. trans., 18 cars and other items. Send stamp for list. M. Colohan, 18 Buckingham Pl., Norwalk, Conn.

FOR SALE: AF No. 5311T steam pass. set, 2 coaches and baggage car, $20.00. C. Rosemeyer, 3636A Park Ave., St. Louis 10, Mo.

FOR SALE: Hobbyline Alco A unit dual powered diesel UP colors. $12.50. Varney dummy B unit B & M colors, $3.00. C. Robart, 93 Stratham St., Lowell, Mass.

WILL EXCHANGE PASSES: On the Mountclair Belt Line for your pass. G. P. Woodward, Jr., 1383 Arnold Ave., Roslyn, Pa.

WANTED: HO AF Hudson armature. Gd. cond. State price. Trade HO cars or cash. Reasonable. P. J. Welling, Jr., 5230 Superior Ave., Cleveland 3, Ohio.

FOR SALE: O GA. Lionel and Bassett Lowke engines, Bassett Lowke track and switches in 072 made to operate both types of engs. Stamp for list. A. C. Treble, Jr., 778 E. 9th St., Brooklyn 30, N. Y.

FOR SALE: Lionel 2353 Santa Fe twin diiesel $30. ZW transf. like new $20, 2026 steam loco with smoke, no tender $12. Lionel and Auburn cars, plastic village bldgs. and Dinky toys 1/3 to 3/4 off. Stamp for list. G. Ray, 1605 Hoffman, Royal Oak, Mich.

TRADE: Custom blt., painted, brass E7, A&B units single power, Hobbytown A unit, Baker trucks dummy B unit, Varney A & B with Lindsay single drives. Want old time frt. car kits and structures. T. Webb, 320 N. Pecan St., Paul's Valley, Okla.

DESCRIPTIVE: Folder and coach rates on real R.R. California Western R.R. M. D. Meyer, 238 W. Water St., Brillion, Wis.

SELL OR TRADE: R.R. library, American Locos. 1871-1881, 1900-1950, 1879 car builders dict., Mixed Train Daily, V & T, Trains in Transition by Beebe, Iron Horses by Alexander, valuable narrow gauge books worth over $50. Trade for HOn3 Teakettle or Montezuma. R. W. Darby, 2633 66th Ave., Oakland, Calif. (Please keep ads shorter, Ed.)

WANTED: Fleischmann HO track, switches, electric type locos and European prototype rolling stock in gd. to excell. cond. Have HO new frt. car kits, steel rail, Truscale roadbed, etc. List for return envelope. E. Stern, Box 52, Cocoa Beach, Fla.

SWAP: U.S. stamp collection and U.S. precancel collection for HO trains and equip. Clifford Dietz, 613 Melvenia, Indianapolis, Ind.

FOR SALE: Lionel O gauge train set, transformer and track. $50.00. P. S. Templeton, Rt. 1, Box 3840, Redding, Calif.

FOR SALE: Railroad magazines 35c ea. incomplete years, some from 1939. Include RAILROAD MODEL CRAFTSMAN, Model R.R. MT, RR, T&T, Min. R.R. Send for list. Complete years Model Railroader 1934 reprint, '35, '36, '53. Model Trains '51, '52, '53. Gd. to excel. $1.00 min. p.p. G. P. Fasig, 122 Marvin Ave., Akron 2, Ohio.

FOR SALE: AF S gauge train set, approx. $120. Will sell for $50-$60, 2 locos, 3 pass. cars, 58 pcs. track, etc. Stamp for list. D. Wiede, 4175 N. Richard St., Milwaukee 12, Wisc.

RAILROAD PASSES: Printed; also stationery and letterheads. Fine work for low price or Lionel items. Write for sample and prices. D. Haustein, 94 Winans Ave., Cranford, N. J.

FOR SALE: O gauge 2 rail locos, Varney 10 wh., Thomas Consolidation 2-8-0, Lionel No. 1656 0-4-0, Lionel No. 675 2-6-2, Lionel Flying Yankee streamliner, others. Stamp for list. E. G. Burick, Jr., 2007 Charles St., Rockford, Ill.

FOR SALE: Misc. std. ga. items, also O ga. tinplate and O ga. ¼" scale items. Will consider trades in foreign O ga. items. E. D. Thompson, 3579 Philwood, Memphis 12, Tenn.

SELL OR TRADE: For HO equip. Lionel OO ga. 2 rail 4-6-4 loco, with whistling tender, box car, 2 tank cars, caboose and ten sec. curved track; in fair cond. Lionel 250 w. trans. in excel. cond. A. E. Bonnet, Jr., Country Club Manor, Apt. F-1, York, Pa.

FOR SALE: S.P. locomotive bell and hanger from engine 2364. Approx. 300 lbs. F.O.B. San Gabriel, Calif. Best oer over $65.00. Also Varney and Pacific test run without tender $30.00, or what have you in 1¼" scale. D. R. McCoy, 8461 Broadway, San Gabriel, Cal.

TRADE: 5 Silver streak car kits and other items. Want HO engine, blt. or kit, H. B. Eastman, 8602 Bancroft, Cleveland 5, Ohio.

FOR SALE: 2 AF Penn. K-5 steam locos and tenders, very gd. cond. $29.00. Tim Mulheim, 1428 McGregor Ave., N.W., Canton 3, O.

WANTED: Lionel O gauge frt. and pass. cars Nos. 653-636-814-816-613-614-2643, two 2640. Also 2679, 2680, 2682, 027 frts. R. Kuykendall, 2235 N. Torgens, Tucson, Arizona.

TRADE OR SELL: 2 Lionel Prairies with tenders O and 027 and 6 older cars with old link pin couplers. Also several Plasticville bldgs., sign, trans. and 072, O, 027 track, for new or used HO or best offer in 30 days. R. Van Berg, 925 Hereford Dr., Akron 3, Ohio.

SALE OR TRADE: AF 4-4-2 choochoo tender, 2 953 pass., 1 951 baggage, 50 w. trans. for diesel road switcher or 4-6-4 Hudson loco. and tender. All new. W. Schilling, 2608 Caroline St. St. Louis 4, Mo.

FOR SALE: Lionel catalogs for 1933, $5.00; 1935, $5.00; 1938, $4.50; 1939, $4.50; 1941, $4.50; 1949, $2.00; 1950, $1.00. All $25.00 pp. W. H. Larkin, 138 E. Louden St., Phila. 20, Pa.

SELL: Athearn wreck, not blt. never used, $6.00. Varney dummy Lil Joe, Perfect cond. painted flat black, $4.50, Suydam Black Bart mine, blt. painted, perf. cond. $1.50, Model rectifier for Lionel trans. $2.00, never used. All for $13.00. J. Grossman, 969 E. Broadway, Woodmere, N. Y.

FOR SALE: AF and other S gauge equip. and track. 1948 and newer. Worth $130.00, $80.00 or best offer. E. Ewell, 102 Buttonwood Ave., Warwick, R. I.

WANTED: August 1943 Model Railroader. Have for sale or swap copies of RAILROAD MODEL CRAFTSMAN, Model R.R., Model Trains, etc. Write your wants. R. Cafiero, 1875 E. 19th St., Brooklyn 29, N. Y.

FOR SALE: AF S gauge equip. 17 locos, 65 frt. and pass cars. Excel. cond. Priced to sell. Also some Lionel O and 027. Send for list. E. F. Speer, 163 Read St., New Haven 11, Conn.

WANTED: HO Skyline pass. station in kit form in gd. cond. Walter H. Allen, 962 Greenland Rd., Portsmouth, N. H.

FOR SALE: Large list of Lionel O and 027 equip. Want Lionel before 1940. Stamp appreciated. John R. Koch, 5 Main St., Joliett, Pa.

FOR SALE: Painted and assembled, Mantua Mikado, Big Six and Shifter, Varney Casey Jones 10 wheeler, Hobbyline diesel with 8 wh. drive. First $50.00 takes it. K. Menter. 46 Reservation St., Buffalo 7, N.Y.

FOR SALE: Approx. $400.00 HO equip., track, locos, cars, bldgs., autos and trucks, figures, bldg., misc. gear and parts. Mostly kits unopened. Sell to highest bidder over $200 or trade for gd. 8 mm. projection equip. H. M. Webster, Jr., R.R. 3, Venetian Village, Lake Villa, Ill.

WANTED: AF S gauge observation car and baggage car. Models and numbers not important, will paint private line colors. Advise cash price or will trade back issues of TOY TRAINS or RAILROAD MODEL CRAFTSMMAN. C. G. Keys, 505 Gardena, Michigan City, Ind.

TRADE: Handbook of old American Toys for Lionel No. 150 loco or motor or sell for $3.58 pp. c. Kowal, 1846 W. 20th St., Chicago 8, Ill.

FOR SALE: AF S electric switches $10.00. AF Monitor top coach $5.00, reefer and chemical car both $6.00, knuckle couplers, gd. cond. Roger Phillips, 3602 N.E. 13th Ave., Portland, Ore.

FOR SALE OR TRADE: Original 1934 bound issue of Model Railroader. Make offer. HO English A & B with power Globe A dummy. 3 Doehner streamline cars. Top cond. $20.00. Want street cars HO, or Interurbans. G. A. Smith, 4453 N. 107 St., Wauwatosa 16, Wis.

WANTED: Well detailed miniature modern U.S. and foreign military and naval buildings, vehicles, men, ships, armament, etc. Any model r.r. scale but prefer HO in new or gd. cond. R. E. Ferree, Box 524, Cody, Wyoming.

WILL THE OWNERS of the Pacific Electric RR, Mission Bell Lines, Texona Katy, Rockford & Interurban Ry, Williamette Valley Central, and Central Ontario RR, all listed in PASSES article, RMC July '53, please send me copies of their pass and I will send them one for my Indian Valley & Summit RR, also listed. Bert L. Marsh, Route 1, Box 43B, Mojave, Calif.

FOR SALE: Live steam stationary engine, porcelain spark plug, unit 110 vac. Upright 6x3 seamless brass boiler. Double acting oscillating cylinder .3/4 bore, 1¼ stroke, 1/30 hp at 1000 rpm. Whistle, water gauge, safety valve. Throttle speed controller, 3" flywheel, pulley. $15.00 f.o.b. A. F. Burns, 10740 Woodbine St., Los Angeles 34, Calif. (Please keep ads shorter, Ed.)

FOR SALE: HO Penn Line Pacific, Varney Casey Jones, M.D.C. 0-6-0, with working headlights, gd. cond. 24 frt. cars, fair to excel., 10 pass. cars, gd., power pack, rheostats, D.P.D.T.'s on panel, 5x7 table with Truscale track, 7 turnouts, no scenery. Worth over $200.00. Sell for $150.00. Free delivery within 100 miles. W. L. Mansir, Box 811, Camp Logan Rd., Zion, Ill.

FOR SALE OR TRADE: HO 3 arch stone bridge, stone and concrete single tunnel portals, AF Hudson, asstd. frt. car kits. Want HONn3 dual gauge switches or equip. R. Lanning, 2100 Sansome St., Upper Darby, Pa.

FOR SALE: 65 New HO trolley poles made of ⅛ steel rod 5" long threaded 1" 8/40. Beautiful finish, 2 machine nuts, 2 washers each pole. $6.00 for lot. G. B. Cave, Main St., Douglas, Mass.

WILL TRADE: Stamps from my duplicates for HO equip. or tools or will sell. Stamp for info. What have you? D. R. Hogan, 3013 Cornell Ave., Fresno 3, Calif.

HAVE: Old German 2 wick projector marked "Gloria E.P." and 7 colored glass sequence slides. Will trade for O or Std. trains. Will send for inspection. R. E. Melzer, 9135 Newcastle, Morton Grove, Ill.

WILL TRADE: HO equip. for O gauge traction equip. cars and parts. C. G. Chaloux, 677 E. 231st St., New York 66, N. Y.

FOR SALE: Large assortment HO locos at half price. Johnie C. Reid, Campbellsville, Ky. Route No. 5.

MRR Club needing 16mm sound movie projector, rebuilt, bargain, contact Projectionist, Unique Theatre, 3645 E. First St., Los Angeles 63, Calif.

WANTED: Old railroad and trolley public and employee time tables; also, passes and brass switch keys. W. N. Hoffer, 41 Malsby Pl., New Haven, Conn.

TRADE: Kemtron rail auto, unpainted, excel., for Kemtron HO teasponsoon of power unit, gd. cond. Binkley HOn3 S.P. box for set link and pin couplers. K. Schmelzer, General Delivery, Issaquah, Wash.

TRADE: 5 Lionel cars for Varney Casey Jones or other steam loco. All ads answered, prefer local sale. Also trade passes. Trade O-27 track and switches for HO trucks, signals, etc. Andy Romano, 275 Madison Ave., Irvington, N. J. (Your ad was too long and had to be shortened. Ed)

FOR SALE: Small amount of HO equip. 2 locos, 8 cars, and 3¼ of a scale mile of track. $35.00. Stamp for list. Alfred Randall, Mill Rd., No. Haven, Conn.

FOR SALE OR TRADE: Lionel No. 2627 and 2628 coaches, 2 locos, 45N watchman, 152 gate, lumber loader and car, track, switches 022. Plasticville, 317 and 314 bridges, 1024 switches, 6 frt. cars, odds and ends scale HO cars. Want Lionel and or Marx auto. 027 switches. Stamp for list. M. D. Rice, 5827 Fernwood Dr., Ft. Wayne, Ind.

WILL EXCHANGE PASSES: of the Hic-Up HO scale model railroad for one of yours. Joseph D. Hill, 4054 N. Stewart Ave., Baldwin Park, Calif.

WANT: No. 511 Std. gauge Lionel cars, complete, reasonable, paint no object. Also 214R Std. gauge cars. Cash or trade. Roth, 39 Willets Rd., Harrison, N. Y.

HAVE: 40 Lionel locos, 25 prewar, catalogs, 100 cars, 072 switches for sale. Free list. B. Christiansen, 21 Fernwood Park, Rochester 9, N. Y.

FOR SALLE: O.K. Cub .049 1-2 A motor, Comet airplane kit for motor and fuel pump, $5.00. UCS R.C. trk. sec. Like new $2.50. Charles N. Conley, 18 Hillside Dr., Fairmont, W. Va.

FOR SALE OR TRADE: Lionel O ga. equip. Santa Fe triple unit diesel, ZW trans. O ga. track and switches, asstd. frt. cars, misc. items. Make offer or trade for HO of equal value. List on request. R. Harko, 9000 Tioga Ave., Cleveland, Ohio.

WANTED: November, 1940, Model Builder, Jerry Jacobs, 10535 Lincoln, Huntington Wood, Mich.

SWAP: AF S gauge 4-4-2 loco, frt. cars, track, gd. cond. for HO or cash. What have you? Jon McGrew, 8 Belvidere St., Pittsburgh 5, Pa.

SELL OR SWAP: New Dooling proto race car with new Hornet .60 engine. Will sell for $40. or trade for HO engine or equip. Walter Kishbaugh, P.O. Box No. 5, Fern Glen, Pa.

WANTED: Globe 3 dome series 8300, tank car shell. Buy or trade. Swap Suydam machine works kit 2A double hull for HO Vanderbilt tender or what have you. J. L. Anerne, 218 Warren St., Norfolk 5, Va.

FOR SALE: Li onel O gauge electric type loco. o. 256. Like new. Runs gd. $45.00. J. Schiffer, 70 S. 9th St., Brooklyn 11, N.Y.

FOR SALE: Marklin equip, Locos, cars, switches, etc. Also HO scale equip. List for stamp. P. Badagha, 7717 16th Ave., Brooklyn 14, N.Y.

WANTED: Lionel OO gauge 3 rail track and switches or interchangeable track and switches. Also interested in locos operable on Lionel 3 rail OO gauge. Will answer all letters. Herbert Smith, 1116 Walnut, Inglewood, Calif.

MUST SELL: $60.00 of Littleton and Plasticville bldg. and access. All brand new except 4 kits. Not complete line, doubles. $40.00. L. H. Rott, RFD No. 2, Lemont, Ill.

SWAP: Really good British Colonials stamps for OO or HO track, rolling stock or other material. Smallest exchange willingly made. All letters answered by return airmail. D. C. D. Castle, Cooper St., Greytown Natal, S. Africa.

PASSES: Will exchange passes for Utica and Salt Lake RR with any model rail in U.S. or Canada. J. Black, 971 E. State St., Ithaca, N.Y.

FOR SALE: $300 Lionel layout. Engines, cars, scenery, buildings, accessories, etc. Best offer takes it. Stamp for list. Ivan Bush, 51.. Main St., Oak Hill, W. Va.

FOR ALE: DC-90 motor, Globe F-7 diesel motor, single shaft. $3.00 each. Charles Miller, 309 View St., Covington, Ky.

FOR SALE: Scale O gauge and HO gauge rolling stock and loco kits. Also track supplies, books and magazines. State gauge interested in Mark Bradley, P. O. Box 331, Wapakoneta, Ohio.

FOR SALE OR TRADE: 027 Lionel locos, cars, track and access. for Lionel equip. Send for list. L. Peddy, Box 1300, Columbus, Ga.

FOR SALE: HP Products Co. Mountain type loco. and Pacific loco in TT gauge, both for $27.00. L. Spade, 514 Commercial St., Emporia, Kansas.

FOR SALE: Lionel O gauge N.Y. Central, 3 Unit diesel No. 2344. Very gd. cond. G.L. Middle, 1102 10th Ave., Rock Valley, Iowa.

TRADE OR SELL: Steam locos, swap for traction equip. Have PE 5050 class cars and others. R. Keegan, Norton, Kansas.

FOR SALE: Lionel 027 trains and accessories. Send stamp for list. Max Nelson, 404 Shelton, Artesia, New Mexico.

WOULD LIKE: To exchange passes of the Erie Shortline with other railroaders. W. Site, 264 Feronia Way, Rutherford, N. J.

FOR SALE: Steam train complete with track. Passenger carrying, park size. Photos, details $100 bill. J. Murray, 33C Winthrop St., Rehoboth, Mass.

FOR SALE: O Gauge scale craft K4 chassis $50. K4 tender trucks $1.50. Also O gauge sloping tender $6.00. Anthony Talbott, 2407 Annin St., Phila. 46, Pa.

TRADE OR SELL: 360 U.S. stamps val. $15, 1375 foreign stamps val. $40. for Lionel O gauge switches and equip. or cash. Bill Cembar, 11 E. 31st St., Bayonne, N.J.

FOR SALE: Lionel 2321 FM diesel, 2530, 2533, 2534, 2531 pass. No lights. $40. postpaid. A. E. Mack, Box 146, Truro, Iowa.

FOR SALE: Lionel No. 2056 and tender with whistle and smoke $37.50, now $27.00. Also No. 1033 90 w. trans. $20.00. 51 sec. O str. track and Marx engine and tender with four cars and caboose. Gd. cond. Durran Coley, Rt. 5, Box 697, Hickory, N. C.

SELL OR TRADE: Well constructed HO layout, grid construction 5½ x 9', yards, 75' trackage on 2 levels, 12 switches with motors, turntable, control panel, powered, etc. $125.00 or trade for ham radio gear. A. Schwab, Jr., 560 Woodmere Blvd., Woodmere, L.I., N.Y.

FOR SALE: Penn Line Whitcomb, 2 Manitou box, gondolas, stock cars, couplers, Varney hopper, Scintilla transformer, 1 doz. snaptrack, switches, bumper, ground throws, paint, etc. Most new. Worth over $60.00. Will sell for $30. L. E. Hemperly, R.D. No. 1, Willow St., Lancaster County, Pa.

SWAP OR SELL: Verney metal F3 Brute and 3 frt. caars blt. up. 35 misc. issues RAILROAD MODEL CRAFTSMAN, Model Railroader, Model Trains and Trains. 6 copies Stat of Rys of U.S. by ICC. Will trade for Penn Line or Bowser steam loco w/tender, RR books, U.S. stamps, issues Trains Vol. 1 thru 4, or color slides or RR. R. W. Kadlec, 1931 S. Cuyler, Berwyn, Ill.

FOR SALE: AF Hudson w/ air chime whistle, excel. $20. 4 AF red pass. cars, baggage, 2 coaches, starvation, Excel. $15, or $4.00 each. 35 pcs. track w/locks, 20 str. gd. to excel. $5; pr. switches perf. $9. 75w trans. gd. $4. $50.00 takes all. R. B. Mooney, 4222 102nd St., Richmond Hill 18, N.Y.

FOR SALE: O gauge, .10 sec. c. track $2.00, pr.m anual switches $7.50, operating lumber car $6.00, uncoupling track $3.00 90° crossover $1.25. HO Varney dockside $9.75, 14 sec. snap-track $2.50. Excel. cond. Daniel Maguire, 340 69th St., Brooklyn 20, N.Y.

WANTED: TT engine. Will trade for HO equip, about $40. gd. cond. Varney dockside, 2 diesel engines dummy and 6 cars anad 3 trucks. Raphael Matos, 348 E. 15th St., New York, N.Y.

WANTED: TOY TRAINS March, April, September, Oct., 1952. Wilson Model RR right of way. Hertz Repair Manual and other out of print books, postpaid. Paul Korswagen, Casilla 113 Callao, Peru.

FOR SALE OR TRADE: Recent Lionel 027 equip. gd. cond. Trade for HO equip. gd. cond. E. C. Wormser, 53 Monterey, Terre Haute, Ind.

TRADE: HO for O gauge. Large asst. engines, cars and accessories. Some O gauge engines. Want Lubaugh chalkboard, ready to run or kit. Also have 110 v. trans. 110 to 18 capacity, 2-KV.A. Plenty of power for the largest layout or club. P. L. Sprague, 14204 Calaro, Baldwin Park, Calif.

SELL: Lionel equip. gd. cond. 4 Auburn cars, 2 unit Santa Fe diesels, 14 frt. carss, 4 trans., magnetic crane, milk platform and car, stock platform and car, coal tamp, coal shoot, 4 switches, 120 sec. track, Stamp for list. D. Kuberka, 1022 Roncevalles Ave., Rockford, Ill.

FOR SALE OR TRADE: $60 worth HO equip. AF 0-6-0 switcher, Varney stock car, Carnation reefer, bay window caboose, gondola, hopper, Mantua trolley 15 ft. snap track, 2 auto switches. Perf. cond. for Lionel obsolete O gauge equip. and 027 Lionel cat. before 1935. Must be perfect. John Young, 1317 Marret Pl., Louisville, Ky.

FOR SALE: Complete HO layout. Need money for college, Power pack for 2 blocks, Mantua Mikado, Varney diesel A unit, super detailed with lights, etc. Streamlined obs, with trucks, lights, interior details. 14 frt. cars. Some pass. and frt. kits. Scenery material. Reasonable. Write for list. Kenn Prah, 709 Valley Ave., Needles, Calif.

HAVE: In 027, 2055 hudson and tender, 1654 loco and tender; 3656 cattle car, 3469 dump car, 6520 searchlight car, 3454 box car, 6464 box, 2465 tank, 6012 gon. 6257 caboose, 2 pr. 1122 switches, type R trainmaster trans., pr. Marx hand switches, track, HO Mantua Mike, Booster, Scintilla HO switch Mark III, 14 cars, track. List $280.00 Want automobi le, hardtop or convertible, any make, reasonable age. E. McConnaughey, 328 W. Church St., Urbana, Ohio.

SWAP FOR HO: 2 B & S micrometers 0-1 inch, 1-2 linch 6" L.S.S. Co. comb. square and center head. Other tools too numerous to list, used, excel. Pr. men's ice skates used ones, size 12, 54 Kadee couplers old and new style, Kadee parts. Jeweler's lathe, less motor. What have you to swap? R. F. Rogowski, 1522 Carmel Blvd., Zion, Ill.

FOR SALE: Lionel Std. Ga. blue Commodore car. No. 422 like new. $14.00. J. Schiffer, 70 S. 9th St., Brooklyn 11, N.Y.

TRADE: Nason Atlanti c tender OO 2 rail blt. up or kit for Nason Hudson or Consolidation tender blt. up or kit. Also Nason Atlantic or Hudson cylinder block for Nason Consolidation cylinder block and check valve. Also have duplicate sugar crisp heralds to swap. O. A. Parris, 1019 13th St., Bremerton, Wisconsin.

WANTED: HO Tenshodo Hudson new kit. Trade AF Hudson HO plus either Mantua die cast Pacific kit or Lindsay all brass diesel switcher blt. up. Ed Middleton, 410 W. 67th Terrace, Kansas City 13, Mo.

TRADE: MODEL CRAFTSMAN back issues, some to 1936. Send for list. R. W. Wittemann, 529 E. 22nd St., Brooklyn 26, N.Y.

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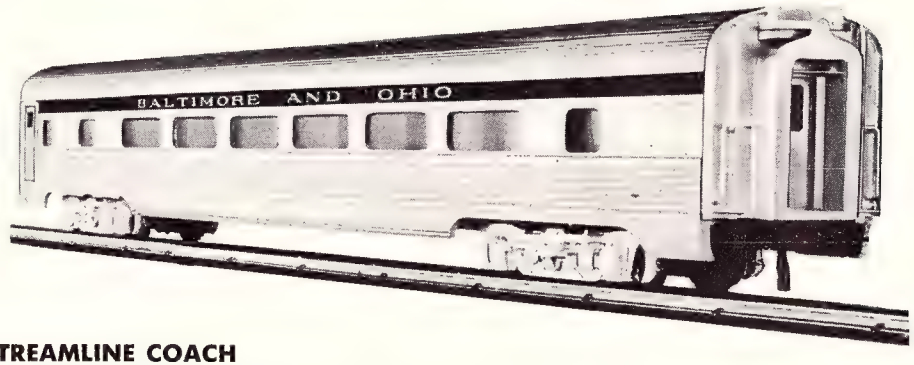

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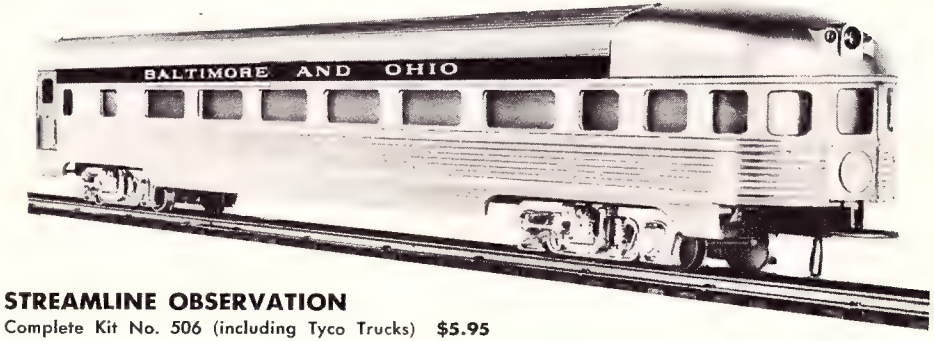

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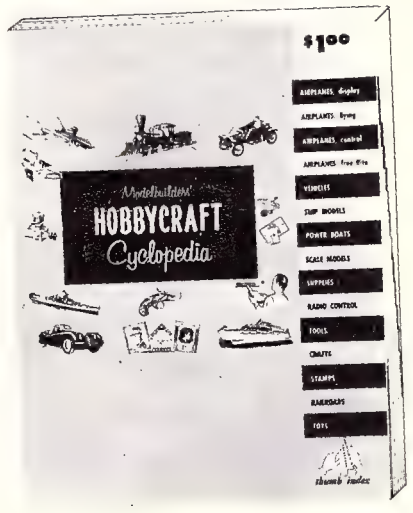

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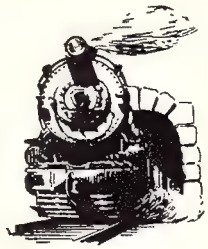

DISPATCHERS' REPORT

PENN Line now offering HO ready to run train sets substantially different than anything they now sell. Snap Track is standard and the cars use Fleischmann couplers . . . Another ready to run newcomer, Custombilt Model Co., Hohokus, N. J., offers standard HO cars and engines or various manufacturers built up and equipped with Kadee couplers . . . Tenshodo, manufacturers of a quality Japanese imported line of HO trains, was founded back in 1889 as watch and clock manufacturers.A number of Japanese firms are now manufacturing model trains in both tinplate and scale, in several gauges. Quality varies, depending on how much you wish to spend . . .

The new power pack line offered by Bergen Electric Products has a number of unusual and fascinating innovations. Four packs are offered ranging from one to four amps in capacity. There is also a special cab unit offered . . . Still more ready to run trains being offered under the OK label by Herkimer, the firm which recently took over the Kasiner line of streamlined passenger cars. Herkimer is equipping its line with NMRA couplers . . . Kusan (KMT) also features ready to run train sets in HO with a Santa Fe diesel and Snap Track. Couplers are AAR dummy . . . Of course Varney, HObbyline, Fleischmann, Rivarossi, Marklin, American Flyer, and Tyco, are also offering ready to run sets, as has been reported by RMC several times previously . . . Where does this rash of ready to run HO leave the died in the wool scale hobbyist, many readers ask. We expect it'll result in thousands of new converts to HO gauge. And man alive, there are more top notch craftsman type hobby kits on your dealers shelves than ever before by dozens and dozens of manufacturers, new and old. Think of Binkley, Red Ball, Main Line, Bowser, Athearn, Penn Line, Ambroid, Walthers and ever so many more. We think ready to run HO will result in lots more real operating layouts, with the modelers able to devote more time to scenery and real railroading. What the purchaser ends up doing with his HO equipment, whether ready to run or do it yourself, will depend largely on the modeler himself. If any readers disagree, the old DS would like to hear from you. If you feel HO has gone tinplate, speak up. What ideas do you suggest?

Let Your Dealer Show You

The new trestle and bridge kits by Simplex Models of Brooklyn which look tremendous . . . the Authenticast Hi-Lo 24 piece HO railroad trestle set which is especially good for semi-scale fans. It's all metal . . . the revamped Atlas Snap Track line (see Test Track, RMC Sept. 1955 p 8) which is now being packaged with all American-made ready to run HO train sets . . . the new Tru-Scale track line which for appearance is hard to beat . . . new plastic HO passenger cars by Athearn. These will be streamlined and include a baggage, vista dome, coach, and observation car . . . the new Lionel GP-7 in O gauge tinplate. It's manufacturer No. 2338 and comes with Milwaukee Road lettering. We predict that this will become the most popular engine on most scale ¼" O gauge layouts although some converting is necessary. Auburn-KMT O gauge tinplate trains to ¼" scale that operate on either two or three rail . . . Gilbert's HO hudson and 0-6-0 switcher, back again . . . Fleischmann's Baldwin switcher and a complete line of American style freight and passenger cars. Some Fleischmann locomotives retain European design influences but they operate well.

HO Sounds Off

HO isn't taking a backseat to anybody these days . . . Not only is the American Flyer hudson and 0-6-0 coming through with choo-choo and sound (You die hards won't smile when you see these in operation . . . they're good) but Penn Line s Northern Pacific diesel (that's right, Penn Line) has a built in diesel air horn . . . We've long since discovered that by overloading our diesels, we can make them smell realistically, too!

More New HO

And still it comes. Your dealer can probably show you the new Mantua and Tyco streamlined observation car . . . from Scintilla, a new sub-station that provides 50 watt AC current for operating accessories, thus relieving the load on your DC powerpack . . . Ulrich out with a new truck, this time a Mack cab-over-engine tractor with a prepainted 35 foot trailer with Riss lettering. Snazzy. When is Ulrich coming out with a Piggy Back car so that our model railroads will get all this lost freight traffic back on the rails? . . .

And Other Stuff

Train Collector's Association (RMC Aug. 1955) now publishing an attractive mimeo quarterly, edited by Lou Redman, of Pittsburg. Lou was formerly very active in Pittsburg area scale modeling, has been bitten severely by the tinplate collecting bug . . .

Our full time hobbyist friend, Anton Bruns, tells us that the Sky Deck Bar, formerly the V&T Railroad Bar, in Virginia City, Nevada, has a 1" scale model of an old Virginia & Truckee engine on display. Too bad the bistro changed its name . . . V&T engine No. 27 will soon be on permanent display on Reno Highway, No. 385, just north of the Carson City Limits near the Sky-Vue Drive-In Theater . . . May 1955 issue of CQ Magazine, a publica-

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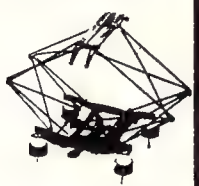

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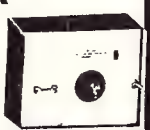

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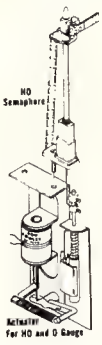

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tion for radio hams, had an article on two amateur radio bugs who took their equipment on a fan trip from Los Angeles to Bakersfield. Apparently they got quite a bang out of the fantrip and the various railfans on board . . . Wooden streetcar tracks were recently unearthed in Salem, Ore., which hadn't been used in forty years and were still in excellent condition . . .

RMC writer G. A. Stehle back in a V. A. hospital for treatment. Slim was disabled during World War II and we certainly hope he'll be up and around again quick . . .

General Motors Corporation held a Powerama exhibit in Chicago during September which featured models of diesel locomotives for 100 different railroads, each correctly painted and lettered. Each locomotive is identified. We're hoping that this display will also be shown in other sections of the country for the benefit of other model builders . . . HObbyline out with a quad hopper, ready to run; all plastic construction . . . Wagner Car Company has a new O gauge trolley item in the works . . . Perfection Models imported Japanese O gauge cab forward Espee articulated something to be seen . . . So is that new Lobaugh Climax in O gauge.

Best known train on the Espee these days is the Night Crawler, local operating between Roseburg and Oregon. It recently beat out 75 horses over the 75 mile route by a full 7 minutes. The Night Crawler is a train in the old tradition, making stops at every station. The slowness of the trip brought about the now famed race with the horses. The item made headlines in papers throughout the country.

Many of the most famous railroaders actually have no layouts of their own, being you might say, emeritus railroaders. RMC research editor Ed Alexander hasn't had an O gauge Penn Eastern Railroad in 18 years but hopes soon to get a new one under way since he has just finished another room in the converted barn housing his famed tinplate museum. It'll be O gauge outside third rail and any interested modelers in the Trenton-Morrisville area should call Ed in Yardley, Pa., at HYatt 3-2231. Ed pioneered HO gauge back in the distant Terrible Twenties.

It's encouraging to see how most of the HO toy makers are now using Snap Track and standardized wheel standards to NMRA specifications. Are you getting used to the term, HO toy makers. Time was when model rails blew their stacks if you'd call their pike a "train set". We guess that model railroading has become so popular as an adult hobby that it is so now considered in the same light as fishing, photography, and stamp collecting. But we still think that nothing but nothing beats model railroading for all around fun . . .

Autumn in all its glory is now blazing in the New England area. Does your model pike have the brilliant fall foliage that makes Autumn such a beautiful sight. Most model pikes stick with green but reds, browns, and yellows would make your pike different. Provide an opportunity to doll up your farms as though it were harvest time, too . . . Is your model pike worth money? Walthers has a practical do-it-yourself fire alarm available now that could save you not only your pike but your home and life as well. Look into it . . . S gauge has been around for a long while, started out in life in the mid-thirties as CD gauge. Nixon Models have a catalog full of S gauge parts and kits. Even a number of conversion kits to make full scale models out of your Gilbert S gauge tinplate trains.

NMRA boys again had a rip roaring convention, this year at Baltimore. The Baltimore clubs went all out as did the local railroads. Sights seen included the B&O museum, a ride around the bay and steam power. The NMRA is the only national organization covering all phases of model railroading, and is actually international in scope, having members all over the world . . . Baltimore & Ohio believes that Davy Crockett must have ridden their line while he was in Congress. Wonder if they'll rename their Royal Blue the "Davy Crockett". Wonder if there is a Pullman car by that name. Does anyone know?

Model railroad casualty list—as compiled by William Schopp: a stiff back from bending over the layout while laying track . . . sore fingers from gripping the pliers too long when driving spikes (blisters, too) . . . the lost part stepped on . . . also the lost part stepped on while in bare feet . . . the shock when a defective spray can nozzle flashed the paint back at you . . . the day the bottom of the glue tube let loose, depositing a wad of glue in your palm.

One good thing about ready to run HO is that it permits the model builder to spend more time perfecting his railroad and scenery . . . Do any readers still use the old K&W couplers, we wonder. They were made back around 1940 . . . Heard one well known collector of tinplate trains bewailing the fact that there were so many people now in the hobby of old toy train collecting because it has made items scarcer and more expensive. Frankly, the more people that get into any phase of model railroading, the better. Model railroading is fun whether you prefer live steam, high frequency lighting, or ready to run HO.

Coming Events

BURLINGTON, VERMONT, Oct. 15-16. Northeastern Region NMRA fall convention, Hotel Vermont, CV rantrip, inspection St. Albans terminal with plenty of steam power. Also see SJ&LC, CNR, D&H, and Rutland. Banquet, other events. Full details from Charles Ogren, Convention Chairman, 16 Weller Avenue, Pittsfield, Mass.

CLUB PUBLICITY CHAIRMEN: Items for this column for the December issue must be mailed to Ramsey not later than October 5th. Items for January issue must be mailed not later than November 5th. Items not having time value will be placed in first available issue.

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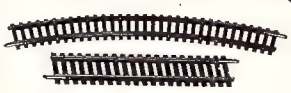

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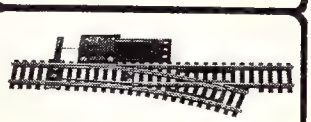

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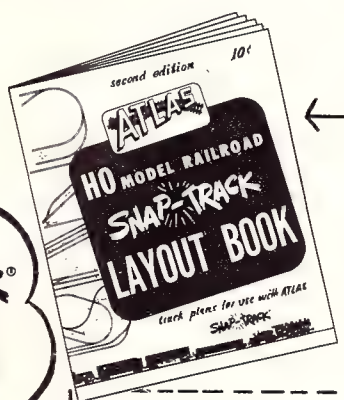

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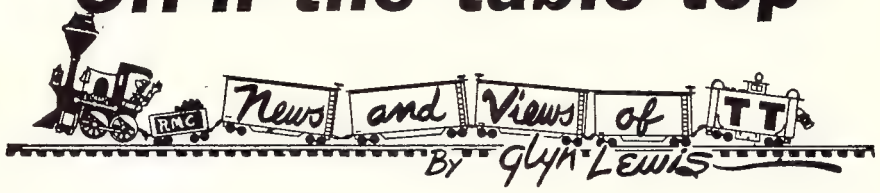

ANY of you who feel that TT is a small time operation, as well as a small sized one, are very much in error. In the past year TT has been on a score of TV programs, has starred at a couple of hobby shows, has been the choice of three large industries for displays, has been picked as the scale for exhibits of four class A railroads . . . and NOW, a book. That's right, The Rev. Edward Beal, one of Great Britain's veteran rails, and a leading writer on highly technical subjects in the British model mags., is preparing a book on TT gauge. Any of you having good photos of TT subjects, layouts, locos, rolling stock, etc. would be doing a good turn (for TT, the Rev. and all TTers) by sending them to, The Rev. Edward Beal, Manse of Kilspindie, Rait, Perth, Scotland. Now don't put it off, *do it now!*

From time to time we receive from you readers your ideas or desires on what should be produced in TT, these we hand on to the manufacturers, in the hope that they will see fit to produce what you WANT, and therefore will BUY . . . a process of help to all concerned. We have kept a score on these requests of yours and herewith print them in the order of their importance, based on the number of requests.

Good switches 93% . . . Wood car kits (printed sides) freight 87%, passenger 79% . . . Structures (RR) 77%, Other 53% . . . Older Loco types 74% (the most named type, the 10 Wheeler, 18 to 1) All metal car kits 64% . . . Diesel locos 20% . . . (of which the diesel switcher was 40 to 1) Varied accessories 47% . . . Trolleys 46% . . . other traction 30% . . . TT "livestock" 17% . . . Fiber tie strip 9% . . . Modern streamlined coaches 3% . . . TT narrow gauge 2% . . . A TT Brownhoist or other crane 2% . . . Varied unusual cars 2%. O.K. you manufacturers digest that! Here are some more demands . . . More dealer interest 90% . . . More magazine space 88% . . . more photos 80% . . . more new products of any kind, as long as they are TT 99%. Happy about TT 99 and 98/100%!!! Want TT "ready to run" 2% . . . Switched from HO 56%, from O, 27% . . . new to the hobby, 15% . . . from S, 2%. Enough of the statistics, we leave you to draw your own conclusions. Other items that stand out are, improved mounting of pilot and trailing truck cast trailing trucks. Flywheel drive, etc. We feel sure that many of the foregoing will be a reality very soon, some by the time you read this.

Usually we print our letters toward the end of the column, but we felt the following letter merited a place "up front".

Dear Glyn:

In your column "Off'n the Table Top", you invite suggestions, and I am going to take you up on that. I am a brand new TT fan and have just gotten the first issue of my subscription to your magazine—I like it because you give us TT fans real news and help.

I have a small layout—6' by 3'—and the radius of my inside loop is only 15 inches. Now, TT box cars, etc. are supposed to take a 15" radius curve without any trouble, but mine were binding on the curves and derailing—not often, but enough to be annoying. So, I cooked up an idea of my own to mount the couplers on the trucks and enclose a rough diagram of how it was done. I should think that the idea would be especially useful to TT'ers having even smaller layouts with sharper curves, so I pass it on to you for whatever it is worth. You are free to make use of it or not, as you see fit, and if you think any of the manufacturers would be interested in the idea, you might pass it on to them.

I was able to work the idea only with HP trucks, as the cross member is more or less flat. It wouldn't work well with Gandy Dancer trucks, for instance, as they do not provide sufficient surface for attachment of the wooden bolster. The HP truck has two little bumps or ridges on the cross-member, and these must be filed off to provide a perfectly flat surface. The wooden bolsters were made from 1/16" plywood, and the holes for the screws pre-drilled. I suppose any hard wood of the same thickness would do, except that plywood will not split. The truck is simply glued to the wooden bolster with cement. There may be better glues, also, but after four months of operation, my trucks are still holding together perfectly. Care must be taken that the bolster is aligned perfectly with the truck, both from front to back, and also horizontally, so the truck will set squarely on the track, after being fastened to the car. It is also necessary to remove all, or at least the end parts, of the center sill under the car, as otherwise the car would be raised too high. The same idea was applied to some old fashioned coaches I built, simply by extending the length of the bolster.

Howard L. Snyder
New Orleans, La.

Thank you Howard, we have had no trouble with cars binding on 15" radius, in fact we get 'em around 9" radii . . . but your suggestion is a sound one, and the kind we like, tools needed, razor blade or ZONA saw, file, screwdriver and glue and perhaps a drill. This we like, hate those "kitchen table" construction articles that begin "Turn a piece of 1" brass on the lathe . . . " Phooey! Howard's idea should work well with coaches, particularly those over 60 feet. This month seems to be "Snyder month", another letter from Walter H. Snyder an NMRA member

(No address) says . . . "Please send me your "TT Tip Sheet". I've reread the "Grubstake and Welcher RR story at least once a week and it has given me something to shoot at. "Off'n the table top" is worth the entire price of the magazine and anything else is a bonus". Well now, thank you a lot for those very nice words .

Just so you will know that the Snyders have not taken over TT completely, here's a note from Mr. K. Gaidziunas, of 317 Corning Drive, Bratenahl, Ohio. Mr. G. sez, "Thanks to your column I am now a happy model railroader. RMC actually converted me to the hobby, but your page decided my gauge. I chose TT because I'm a builder with limited space. I don't go much for ready built structures so I have limitless projects to scratch build. How about more pictures of TT layouts. Lets have more plans. They are great for the scratch builder. Would you please print this bit of information? I would like to exchange car sides with other builders. I have a few cars of my own road, the "Bratenahl & Southern" and plan on adding more. Keep up the good work, TT is really the Modelers gauge. Sincerely, K. Gaidziunas.

Thank you, and we are happy to print that, c'mon fellows, it's a lot of fun to exchange sides.

Here's a letter postmarked Hartford City, Ind., that's where TT was born . . . didn't know there was anybody out there but Hal Joyce of H. P. Products. Guess there really isn't, cause this fellow lives in a trailer! . . . Now hear this . . .

"It seems to me that your department likes to show that TT can be built under the most cramped living quarters (true, true) How about trailers? I am building a 36" x 72" layout folded into a box. I have about 40' of track down. We move several hundreds of miles every month or two, but I have my RR with me. I was in HO for 5 years before going into TT. Trailer is 34' long, travel with wife and two children. I sure like to hear what others are doing in TT. Yours truly, James B. Mantle, Jr., U. S. Coast. Geo. Survey, General Delivery, Hartford City, Ind. What do you think of that?

The real heavy model railroading season will soon be here . . . and the manufacturers tell us that they will be ready with lots of new products . . . GOOD! . . . we're waiting!

We would like to doff our 7¼ chapeau to the WEST, the "Golden West" that is . . . and it is! The land of the 30 foot by 90 foot TT pike!, out where men are men and Kemtron has a free 8 page TT catalog . . . to TT boosters that are the greatest like Roberts Enterprises out in Hawthorne, Calif. One thing is sure . . . "With men who know modeling best, it's TT, East and West."

To the scores of you that have written in asking about the all wood cars and the all metal cars, the manufacturers promise them for the fall. Metal by H. P. Products, stamped metal box cars with lithographed sides. Cast metal box cars by "Gandy Dancer". All wood (Northeastern) by Al.Co Hobbies with silk screened sides.

If you want this page to continue let us know, drop us a card and say so, remember *your* interest makes this page possible. Send us photos, news or gossip about YOUR doings in TT.

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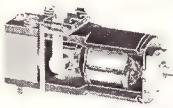

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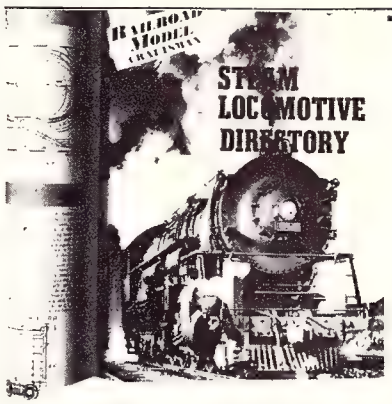

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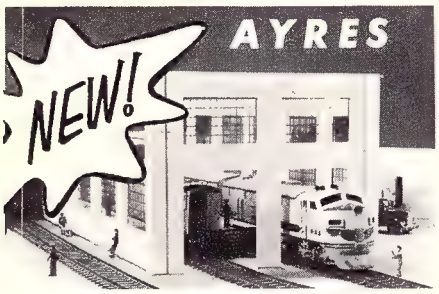

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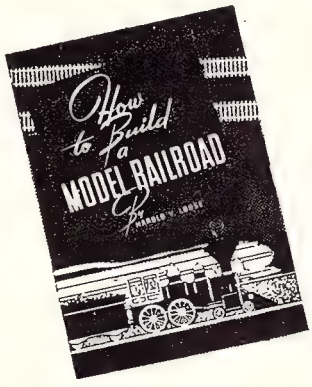

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Model Railroading on the Distaff Side

(Prepared especially for Railroad Model Craftsman by the eminent European Researcher, Dr. Eisenbahn von Whimsey).

FOR some strange reason, the females have a difficult time in trying to understand this hobby of model railroading. Sometimes they're even downright sneaky about their intentions before they hook their guy, too. Suppose we take some illustrations.

Julius is a model railroad nut and blissfully happy in his state of stupification. Then along comes Hyacinth (we're using phoney names here but these cases are from real life!) who finds here a man unattached, a tremendous prospect for lifelong support but most of all, a man. Rapidly she throws herself at him and Julius finds that she is THE dream girl because she even builds the freight car kits he gives her (the kind that you can shake together). She even condescends to go on a fan trip and is delighted at the other weird people who are also passengers. But comes Der Tag! It will come as a severe shock to Julius that Hyacinth no longer cares for the High Iron. She tosses carefully saved railroadiana into the trashbucket with disdain and woe to Julius if he tries to throw money away on kits and try and sneak 'em in the house (which probably accounts for the trend to smaller boxes by many manufacturers). In rare cases the so called interest in railroads continues until the arrival of little Egbert, a year more or less afterwards.

Salvatore is another interesting case. His pockets are loaded with kits, cars, parts, and genuine railroad fusees. When he goes out on a date with Lucinda May he starts at seven and continues until twelve raving about the model railroad industry and it's effect on the world, especially since the release of Shark Nose, the Diesel. And poor Lucinda May, craving some luvin' has to sit through it all.

Maximilian is also interesting. A traveling salesman, he prefers the quiet solitude of his hotel room and a genuine 50' automobile kit with outside bracing to the wonders of the honkytonks and burlyshows next door. His bellboy can't figure him out and is always in a hurry to leave his room.

But the worst of all, from years of study on the subject, is the case of a person we'll identify only by the initial "Q" (to prevent embarrassment to the parties involved) who, on his honeymoon, was most certain to see that he took along not only his tool chest and soldering iron but an ample supply of freight car kits as well. In case it rained, no doubt.

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About The Back Cover

THE cutouts shown on this month's back cover were adapted from a photograph submitted by reader Edgar Mead, 114 East 90th St., New York City, N. Y. He snapped the photo while on a trip out west. The prototype structure stands at Rico, Colorado, a small town once served by the famed Rio Grande Southern Railroad.

Construction follows our standard procedure, as detailed in the September issue of Railroad Model Craftsman. The only tricky part to this month's construction is in the baywindow. The two side windows must be folded back along the heavy line and the small black roof portion must also be bent along the two white lines and along the roof line. The floor piece must also be bent back. The two tabs are inserted in slots as indicated on the front of the building.

Readers having suggestions as to cutouts they would like to see printed, please send them in to Cutouts, Railroad Model Craftsman, Ramsey, N. J.

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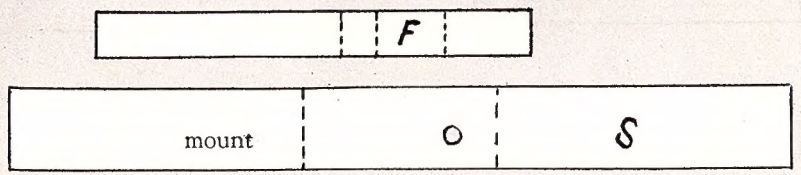
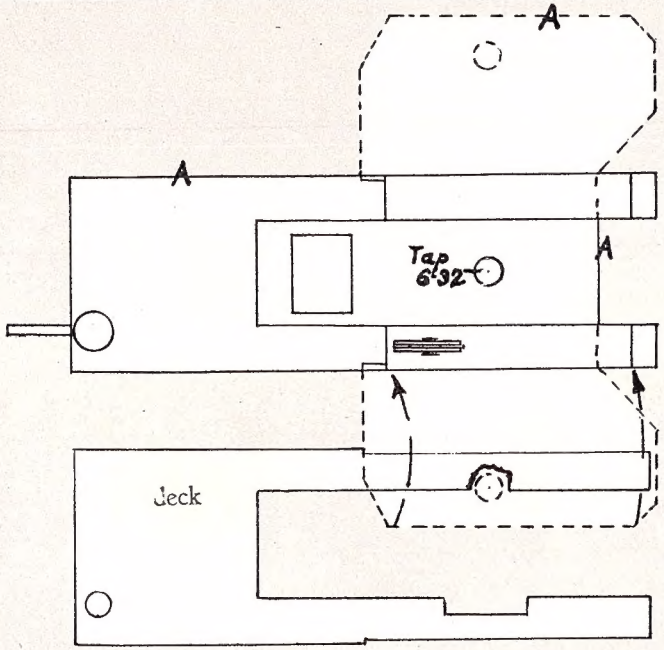
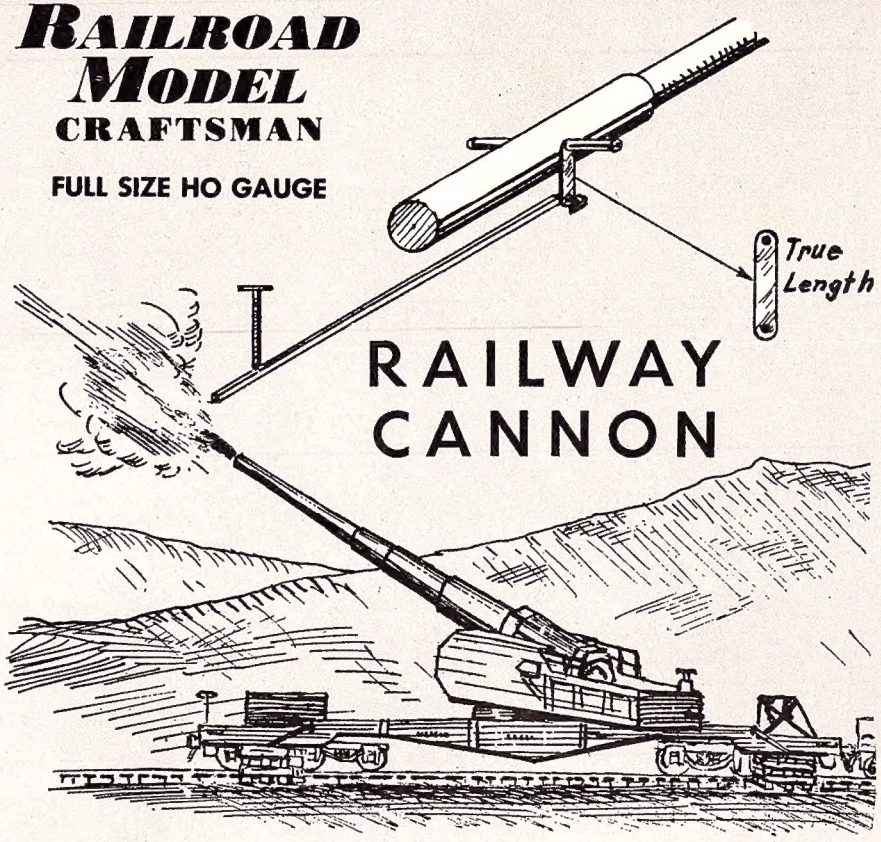
RAILROAD MODEL CRAFTSMAN

RAILROAD MODEL CRAFTSMAN

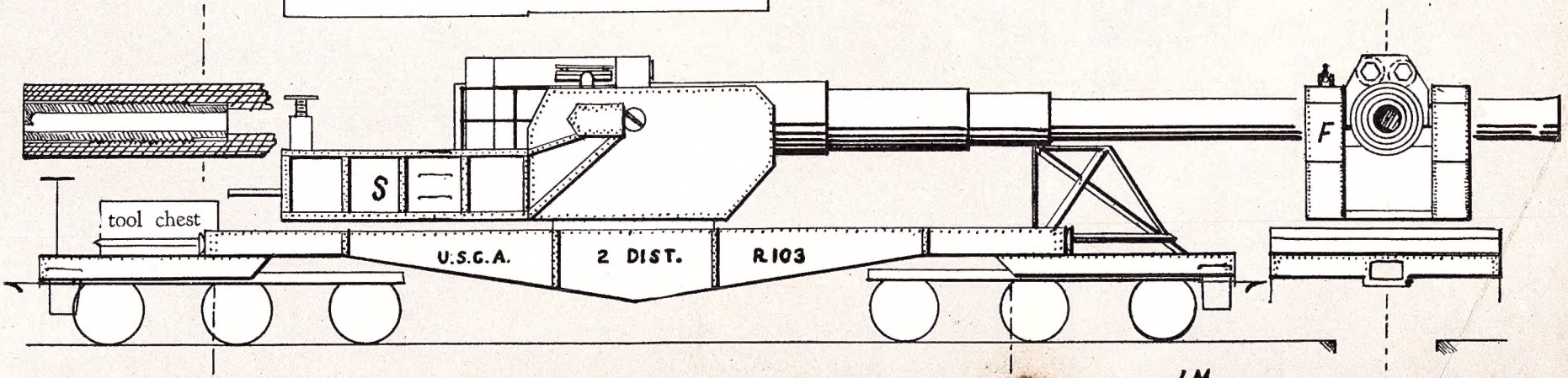
FULL SIZE HO GAUGE



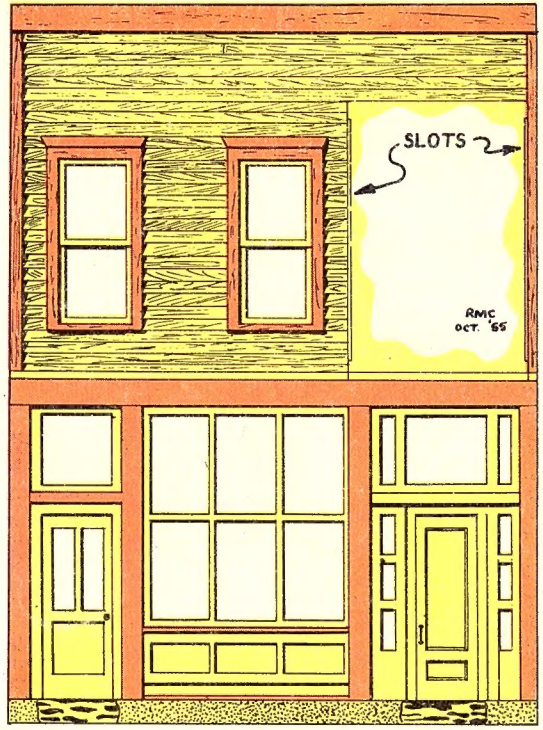


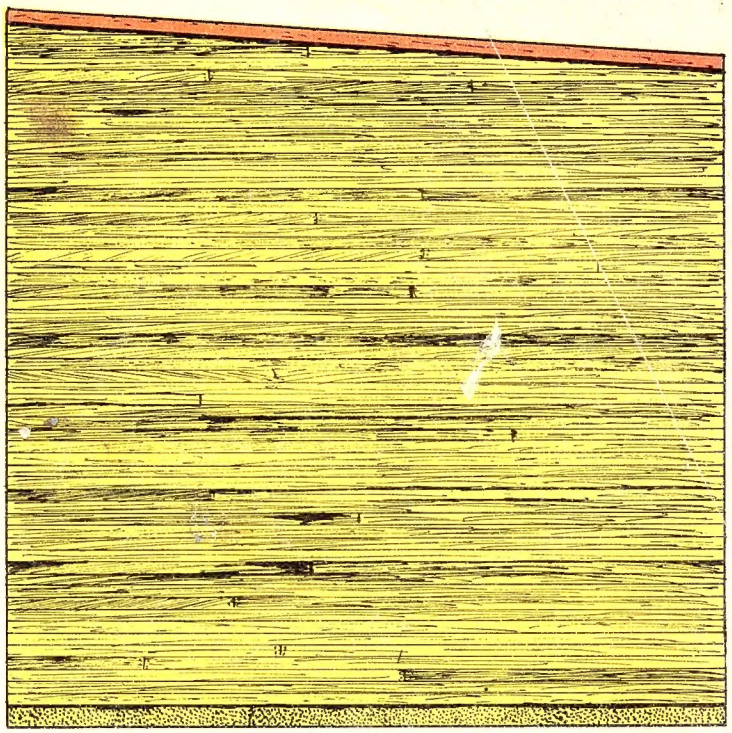


RAILWAY CANNON



J.M.

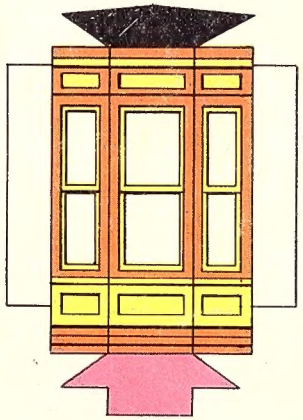


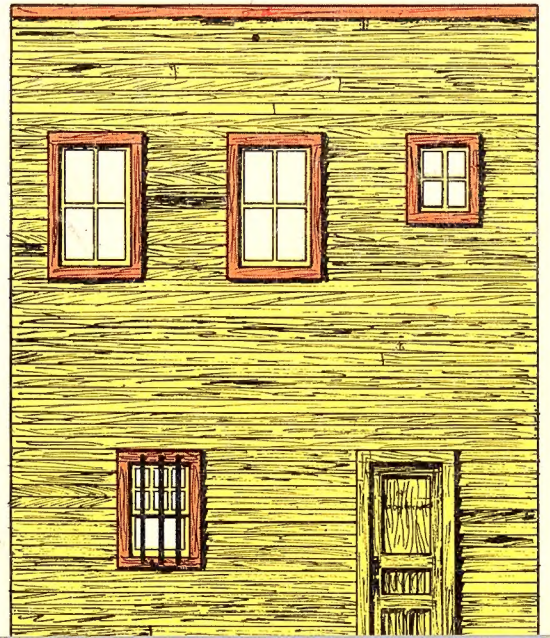


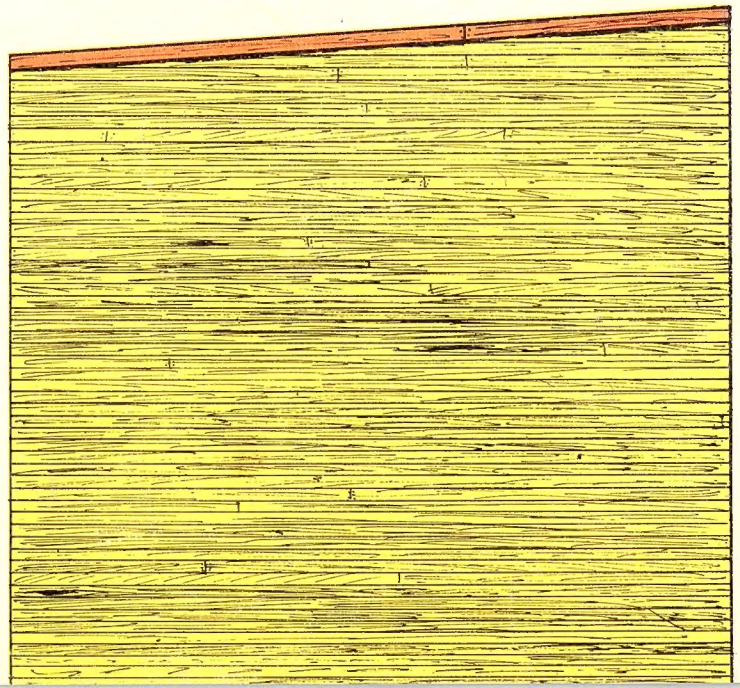
Thanks to Edgar Mead for suggesting this Building

Hal Carstens

See pg. 66







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